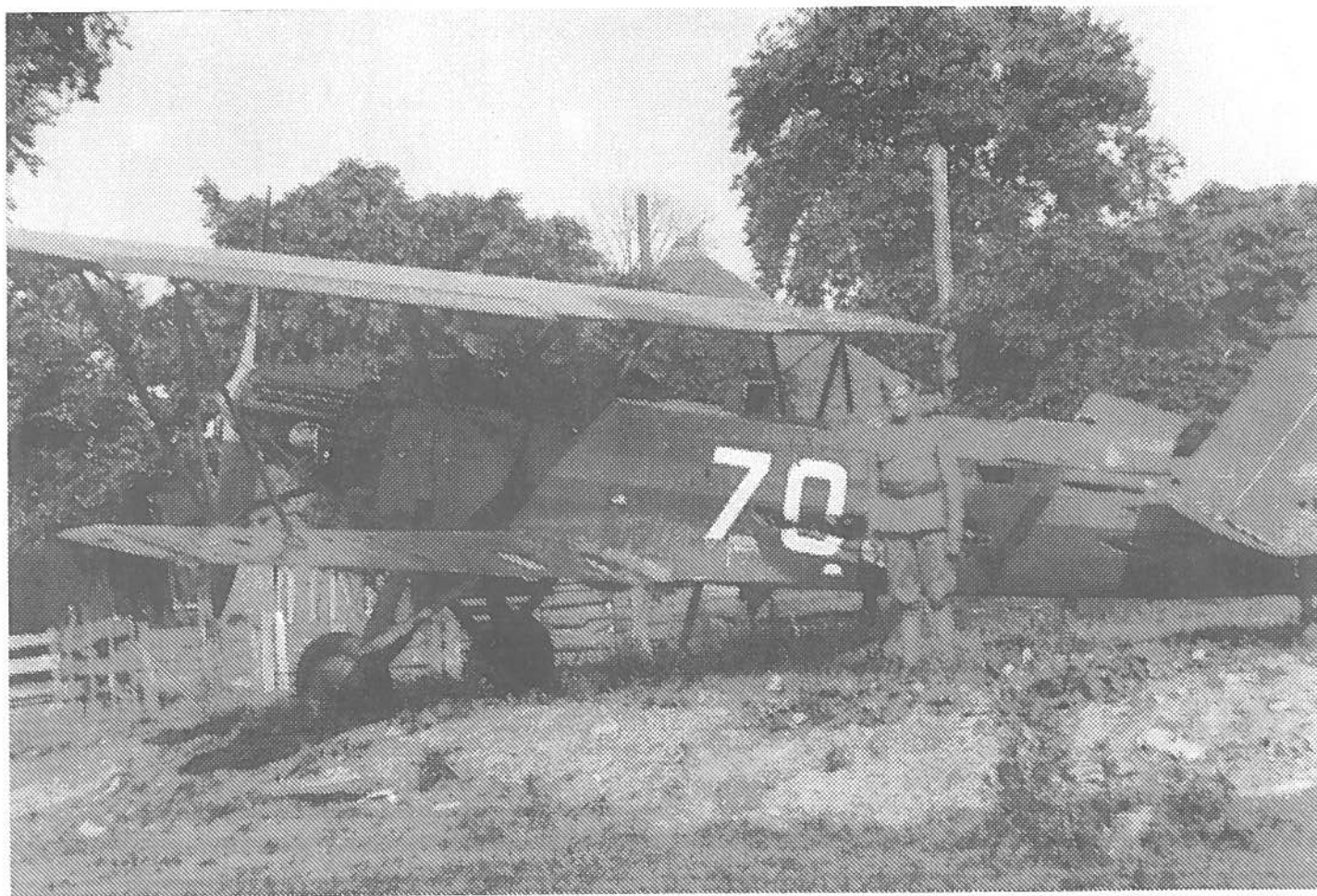


small air forces observer

vol. 28 no. 3 (111)
January 2005

US \$5.00



Dutch Air Arms in Combat - 10 May 1940
Romanian Eagles over Hungary - 1919
Poles Flying Bristol Blenheims
Mexican Bell 205 Helicopters
Liverpool Air Force

vol. 28 no. 3 (111)

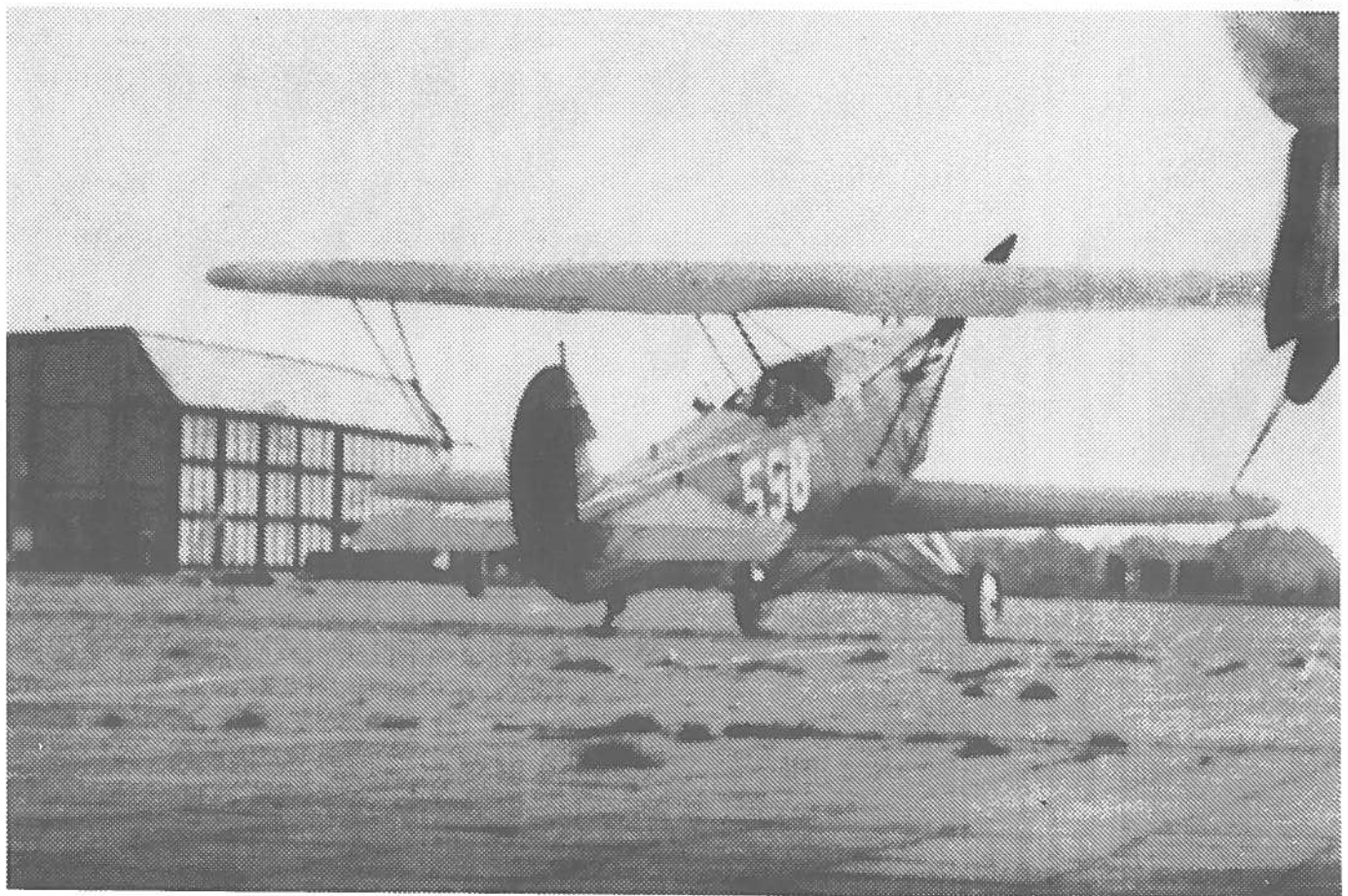
January 2005



Q

See captions on page 84

R



SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

E-Mail: saf@redshift.com

Contents

Abstracts	76
Meidagen 1940 Part 2b (Dildy)	79
Mexican Bell 205 (Vargas)	87
Romanian Eagles over Hungary (Avram/Belea)	89
Liverpool Air Force (Cochrane)	94
Poles Flying Blenheims (Choloniewski/Gretzyngier)	96
Books (Aviacion Militar, Latin American Air Wars)	100
Magazines (Ceil de Guerre)	100
Kits (Fokker D.XVI)	101
Decals (Su-27, Mi-24, P-47D, F-5E)	102
Letters (Hofling, Hagedorn)	103

SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$16.00 for 4 issues in the USA and elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$26.00 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US made payable to "Jim Sanders". New subscriptions begin with the

next issue published after payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published at \$2.00 for original issues and \$3.25 for high-quality Xerox copies. Add postage for all orders. For a list of all issues and their content, send an e-mail request or two 1st class stamps (or 2 IRCs) to the editorial office.

MEMBERSHIP LIST: To promote cooperation between members, a list of SAFO member's names and addresses is available via e-mail, on computer disc (you provide the disc), or as hard copy for \$3.00 postage included.

INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript either via e-mail or on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look. All work for the SAFO is voluntary and no payment can be made for published material. However, authors are encouraged to submit their articles to commercial publisher for reprinting provided recognition is given to the SAFCH.

TRANSLATION SERVICE: The following people

have offered their services in translating articles for publication in SAFO: Inigo Artamendi (Spanish). Igor Gordelanov (Russian, Ukrainian, Byelorussian, Bulgarian, Polish, & Czech). Yoshihiro Aoyama (Japanese). If you need help translating material for a SAFO article, contact the editorial office and I'll give the address of an appropriate translator.

SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$16.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Publication entered at Carmel Valley, CA 93924. **POSTMASTER:** send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

COPYRIGHT: Copyright © 2005 by Small Air Forces Clearing House. All rights reserved. The content of this publication cannot be reproduced in whole or in part without the written consent of the publisher and the author.

SAFCH WEB SITE: See SAFO photos in color and chat with members at www.bartoli.com/saf

COVER COMMENTS: Dutch Fokker C.10 #708 after crash-landing near Delft. This machine, flown by 2Lt S.J. Postma, was one of the C.10s bombing German transports and airborne forces at Waalhaven airfield midday on May 10th. They were jumped by Bf 109Es protecting the landing zone and Lt Postma executed a hasty forced landing in a pasture as his plane was being riddled with machine-gun fire. Bullets hit - tears and rents in the fabric of the wing, fuselage, and tailplane - are plainly evident. Miraculously, neither crewmen was hit. The airplane was pushed into this corner of the farm, near the trees and building, to help conceal it. The soldier posing with it is one from the detachment assigned to guard it. (A.P. de Jong via Johan Schuurman Collection)

-web-

"I can strongly recommend the following Uruguayan Web Sites where you can find good photo coverage of our military aviation: www.ipmsuy.web1000.com and www.geocities.com/pilotoviejo. For great coverage of present and past Latin American aviation try www.laahs.com, the web site of the Latin American Aviation Historical Society." Eduardo Luzardo (SAFCH #1383), Picadia. M267 S.37, 91001 Barros Blancos, Uruguay. char-rua156@hotmail.com

"You might want to look at the following website: <http://www.do.raf.mi.th/Gallery/Art/Art.htm>. It has some lovely paintings of Thai aircraft in action,

including the Ki.30 you asked about a few SAFOs ago. I'm not entirely convinced about the accuracy of many of these paintings. I don't think Royal Thai Air Force aircraft ever carried roundels and the white rear fuselage band at the same time. I'm pretty sure the white band wasn't carried during the Franco-Thai War, which many of these paintings seem to depict. The all-silver Hawk III attacking invading Japanese aircraft on 8th December 1941 is definitely wrong and I don't think the Corsair taking off from Prachuab Kiri Khan air field under Japanese fire would have the band either. But these paintings are nice."

John MacGregor (SAFCH #766), 13 Foggyale Garden #21, Dundee DD2 3LG, Scotland.

johnmacg6@hotmail.com.

"Just a short e-mail to advise you that I have updated my two web pages: 'Unicorn Art Gallery' <http://unicorn.gallery.monsite.wanadoo.fr> and 'Unicorn Art Shop' <http://unicorn.artshop.monsite.wanadoo.fr>. These allow interested people to see my various 'technical' artwork, order catalogues of prints and plans, and (for those who are more financially comfortable) to buy original plates of the artwork." Hubert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France. Hubert.cance@wanadoo.fr.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"One thing I did not include in my review of Bob Parmerter's excellent book on the Beech 18 (SAFO #110) is that while he did include an appendix on foreign military users, this list still needs a lot of work. The information he had on the Latin

American users, in particular, was about 25 years out of date, I regret to say, and he apparently just never updated it. I look upon that as an opportunity for SAFO readers, however, as at least now with Bob's book in hand we can properly ID those damn

variants!"

Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033, USA. E-mail: hagedornd@nasm.si.edu.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). **3-04** (32 pages) The Wanaka Issue!! Most articles based on aircraft that appeared at the Warbirds over Wanaka 2004. "Polikarpov I-16" 4 pages including 3 photos of a model and 7 photos of the I-16 reproduction. "Heli-Logging's Helilogger Helicopters" 7 pages including 16 photos and 2 pages of side-view drawings (Westland Scout and Wessex). "North American T-28" 4 pages including 8 photos and 6 side-view drawings of T-28s [Congo (2), USAF, Cuba, Argentina, & Brazil - I don't think any of these were at Wanaka]. "A Most Peculiar Cessna" 3 pages on a tiger-striped Bird Dog including 4 photos and drawing of the color scheme. "Bristol F2B - J7624" 4 pages including 13 photos and a 3-view drawing. Photos from Wanaka: Wessex, Dragon Rapid, RNZAF P-51, & Polikarpov I-153. Not at Wanaka: "Valentines in Service" and "Valentines in New Zealand Service" 7 pages including 2 photos and a drawing of the color scheme carried by this creepy crawler. "Scale Views" An 8-page Newsletter insert with Association news, photos (7) from recent competitions, reviews of kits, books, & magazines, and web sites visited.

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Penninggelfd 18/2/14, A-1160 Wien. Write for free sample.) **3/04** (40 pages) "Die Probleme der osterreich-ungarischen Flugzeugindustrie im Ersten Weltkrieg" 13 pages including 4 photos of Knoller C.II (one in color). "Seeflieger Albatros W 4" 2 pages including one photo and 2 side-view drawings. "Wandern in Osterreich 1944 (Touring through Austria 1944)" 4 pages including 2 photos. "Besuch bei einer alten Tante Ju in Sibirien" 3 pages including 6 photos. "Bestmann in Osterreich" a table listing the 16 Bu 181 that were registered in Austria. "Northrop F-5E Tiger II fur Osterreich" a table listing all 12 Austrian AF F-5E, 2 color photos, and a full-page color 2-view drawing.

BRAZIL

REVISTA (IPMS Brazil, A.O. Linares Neto, Rua Oto de Alencar 26, apt 308, Tijuca - Rio de Janeiro, 20271-220 RJ) E-mail: ipmsbrasil@ieg.com.br **#110 Abril/Junho 2004** (18 pages) "O Morane Saulnier (Tipo AR) M.S.35 Ep2 - 'Helene'" 6 pages including 10 photos and a scale 3-view drawing. "Fairey IID - O aviao de Gago Coutinho e Sacadura Cabral" 3 pages including 4 photos (3 of a rather unconvincing model).

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere). **29/1** (24 pages) "Modelling a Canadian Spitfire PR.XI in 1/48th Scale" 8 pages including 14 photos (3 in color) of the completed model. The rest of this issue is devoted to creepy crawlers: "Building Trumpeter/Es S-Tank in 1/35th Scale", "Modelling a Canadian Humber Mk.IV Armoured Car in 1/35th Scale", and "Preparations for Deep Wading for the Sherman V: Part 1". There's a 2-page insert announcing SAFCH-member Pat Martin's two new books: "Aircraft Finish and Marking Royal Canadian Air Force 1947-1968" 287 pages with 8 in color; CAN \$78.00. "Canadian Military Aircraft:

Finish and Markings 1968-2004" 290 pages including 1000 photos (106 in color) and a color chart. US \$60.00. For further information contact: martin11@direct.ca or order directly from: Martin Slides, 20534 50th Avenue, Langley, BC, Canada V3A 5P5. Pay-Pal accepted.

ENGLAND

THE CATALINA NEWS (Val Thomas, The Catalina Society, Duxford Airfield, Cambs, CB2 3QR, England. One year £15. Web Site: www.catalina.org.uk. **#57 September 2004** (24 pages) "2004 Season Report" 2 pages including 2 photos. "Memories of 240 Squadron" 2 pages. "Birthday Celebrations for ZK-PBY" 4 pages including 4 photos. "Postwar Catalina Conversions" 3 pages including 8 photos. The usual columns ("Cat Contact", "Cat Letters", "Review Column", "World Catalina News", & "Feedback"): 9 pages including 9 photos.

MUSHROOM MODEL MAGAZINE (Roger Wallsgrove, 36 Ver Road, Redbourn, Herts AL3 7PE, UK. £3.95 each. (North American subscription agent: Wise Owl Publications, 5150 Candlewood St., Suite #1, Lakewood, CA 90712-1900. \$32.00. E-mail: info@wiseowlmagazines.com **8/4** (28 pages) "Monogram T-28 Trojan" 3 pages including history and 7 photos of a completed model. "Douglas DC-2" 4 pages including 6 photos of original and 5 of completed models. "Ikaras S-49" 4 pages including 4 photos of the a/c, 3 photos of a completed model, side- & top-view scale drawings, and 4 color side-view drawings. "Air War over Yugoslavia: Yugoslav fighter squadrons in the RAF" 4 pages including color side- and top-view drawings of Hurricanes (2) & Spitfires (4) carrying Yugoslav red stars. "Revell 1/32nd Mirage III rebuild No2" one page including 7 photos of RAAF a/c and model. "Oxford Revisited" one page with 6 photos of details of an a/c undergoing restoration. "Hot Off the Workbench" 7 pages of kit reviews including 11 photos of completed models (includes Revell's Breguet Atlantic, Azur's Potez 630/631 & Nardi FN.205, CMR's Fokker S-11/T-22, and Pavla's BT-9/NJ-4/Sk14). **9/1** (28 pages) "The Hellenic Gladiators" an 8-page history including 14 photos, a color side-view drawing (with incorrect markings - not the author's fault), and a color photo of a completed model. "Wonderful Wyvern" 4 pages on building the 1/48-scale Dynavector kit including 20 color photos of the model in various stages of construction. "WM 21 Solyom: The Hungarian Falcon" 3 pages including 10 photos and a scale 3-view drawing. "Short Shag" one page spoof on kit-bashing an imaginary a/c including one photo of the completed model and 3 side-view drawings. "Comper CLA-7 Swift" 2 pages on the history of the a/c and building the AeroClub kit including 12 photos of the a/c and the model. "Hot Off the Workbench" 4 pages of kit and book reviews including 6 photos (includes TMA's books on the Tupolev SB & Super Frelon and the Dutch Profile on the P-51 D/K Mustang).

SWEDISH AIRFORCE SIG (Harold Rowell, 80 Cambridge Ave., Marton, Middlesbrough, Cleveland, TS7 8EG, England. E-mail: pauline.rowell@ntlworld.com. Subscription £4.00 UK, £6.00 Europe, £9.00 USA. **#49 September 2004** (13 pages) "Saab SK29 Conversion using a Heller kit" 3 pages including 2 pages of drawings of changes needed to make a 2-seat Tunnan. Unfortunately, the drawings are so poorly

reproduced as to be almost unusable. "Saab J29 Tunnan" 5-page history including a page of drawings of J29 in UN markings. Again, of little value because of poor reproduction. "1/72 Saab JAS39 Gripen" 3 pages on the Tally Ho! resin conversion kit for the Italeri/Revell/Airfix kits.

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Now with captions in English. **#153 3/2004** (24 pages) "Jakovlev Jak-9P" 3 pages including 2 photos (Bulgarian museum example?) and reviews of the High Planes and A-Model 1/72-scale kits. "Fairey Fulmar" 2 pages of Michal Ovcacik's excellent drawings reprinted from the 4+ Publications book. "Sturmi" 9 pages including 24 photos of WWII Finnish tank. **#155 4/2004** (24 pages) "Matchbox 1/72 de Havilland Mosquito Mk IX/NF 30" 2 pages including photos of the complete model. "Kavia Mosquito - artikkeliin liittyen" 2 pages with 7 photos of Mosquito 'HT-E'.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Jakomaentie 8bC 300, FIN-00770 Helsinki. Subscription: Europe \$25, elsewhere \$30; Payment by International Postal Order or in cash; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary. **3/2004** (24 pages) "History of T-LLv 35: Replacement Squadron 35" 7 pages including 6 photos [Fokker DXXI (5) & Gauntlet] and a 4-view scale drawing of the Bristol Bulldog Mk.IVA. "Nieuport Aircraft in Finland 1918-1923: Part 2" 3 pages including 3 photos (Ni.10 and Ni.17). "Republic Seabee in Finland" 2 pages including 4 photos. "Night Fighter Operations in Finland 1943-54: Part 8" 6 pages including 7 photos (Bf 109 and radar antennae). "Performance of Piston-Engine Fighters: Part 2" A 5-page discussion of lift and drag using the Bf 109 as an example. There's an interesting graph comparing the drag coefficients of the Bf 109 and P-51 near Mach 0.8.

FRANCE

AIR MAGAZINE, TMA, 75 rue Claude Decaen, 75012 Paris, France. Six issues a year. 35 euros in France, 41 euros in Europe, and 50 euros for the rest of the world. Payment by Visa, Eurocard, Mastercard. E-mail: airmagazine@wanadoo.fr **#21 Aout/Septembre 2004** (64 pages) "Biscarosse: Capitale de l'Hydraviation" 6 pages on a recent gathering of flying boats including 13 photos. "Les Spad 61 Roumains" 4 pages including 11 photos and a full-pages color 3-view drawing. "Le Farman 223 (1ere partie)" 10 pages including 27 photos of F-223.1 'F-APUZ'. "Brewster F2A Buffalo (2e partie)" 26 pages including 42 photos, 5 full-page color 3-view drawings [Dutch (2), Finnish (2), & USN], 7 color side-view drawings [RAAF, Japanese, & Finnish (5)], 1/72-scale 3-view drawing of BW-371 with M-63 engine and 2-bladed propeller, and a 3-page table listing all Buffalo victories with pilot's name, unit, total number of victories, & list of aircraft destroyed. This table consists mainly of Finnish pilots (with 2 He 111 shot down), but with RAF, RAAF, RNZAF, Dutch, & USN pilots [2 victories by VMF-221 pilots Neefus (Emily) and Humbert (Zero)]. The 496.5 victories are divided as follows: Finland (416), RAAF (29), RNZAF (26), RAF (11.5), Dutch (11), USMC (3).

[Ed: This table is an amazing piece of work. I only wish it included the dates of each victory and the identity of the winning Buffalo. This information must have been available to make out this list. Perhaps it was left out to save room, but it would be doing all "Buffalo Hunters" a favor if the missing information was made available somewhere (on the net?).] "Les Vultee Nationalistes" 4 pages including 9 photos and 3 color side-view drawings. "Construction d'une Republique volante de Polikarpov I-16" one page with 4 photos. "Actualite Maquettes & Livres" 3 pages of reviews of kits and books with color photos of the box tops and covers. "Montage: Brewster F2A-2 1/72e" 2 pages including 3 photos of the completed Hasegawa kit. **#22 Octobre/Novembre 2004 (64 pages)** "Le Farman 223 (2eme partie)" 27 pages including 30 photos, three 2-page 1/144-scale 5-view drawings [Farman 223.1, SNCAC 223.3 B.N.5, & SNCAC 223.4 (avion postal)], and 15 color side-view drawings (one with a color top-view drawing). "L'etrange sous-marin des airs" 4 pages including one photo. "Pilotes polonais sur Bloch 151 et 152: Mythes et realites" 9 pages including 11 photos, 5 color side-view drawings, and a table listing s/n, matricule militaire, pilot, and unit of all 79 Blochs flown by a Polish pilot. For example, the MB 152C1 '1' flown by Lt Henneberg to England is s/n 656 and is illustrated by color side-view drawings of the a/c in French insignia and in RAF insignia. "Le Fiat G.50 en Espagne" 14 pages including 26 photos, 4 color side-view drawings, and 2 color 3-view drawings - one in typical Spanish Civil War markings with white and black crosses and one in post-war markings with red/yellow/red roundels. "Actualite Maquettes & Livres" 3 pages of kit and book reviews with the kit box tops and book covers in color.

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#138 Septembre 2004 (62 pages) "Echec aux simba! 1e and 2e partie" 13 pages including 28 photos (B-26K, Harvard, T-28, Flying Banana, DH Dove, Alouette II, & C-47). "La chasse terrestre de la Marine imperiale japonaise (8)" 14 pages including 32 photos and 4 color side-view drawings (Zero). "Cahier Special: les avions de Pierre Clostermann" 17 pages including 28 photos, color cover painting, and 10 color side-view drawings [Spitfire (4), Typhoon, and Tempest (5)]. "Maquette: Shavrov Sha-2" 3 pages including 6 photos of the completed model.

#139 Octobre 2004 (62 pages) "Francois Morel: Onze victoires en neuf jours" 12 pages including 33 photos (D.501 & Curtiss H-75) and table of victories. "La chasse terrestre de la Marine imperiale japonaise (5)" 5 pages including 10 photos. "Les Hurricane au Portugal, 1943-1954" 16 pages including 31 photos, 12 small color side-view drawings [Ed: I would have preferred these to be larger, particularly the unit insignia which are reproduced too small to see.], 3 'Annexe' (Hurricanes in 1943, Hurricanes in 1947, & 'Moteurs des Hurricane'). "L'Arado 196 (3e partie)" 12 pages including 18 photos, 3 color side-view drawings (all Luftwaffe), and a 2-page 4-view scale drawing. "Reims 1911: Le premier concours d'appareils militaires au monde" 8 pages including 16 photos. "Maquette: le Hawker Tempest Mk V d'Academy au 172e" 3 pages including 6 photos of the completed model. [Ed: Either the Academy kits are very good or the French modelers are very good - or both!] "Infomaquettes & loisirs" 2 pages of kit, decal, and book reviews with color illustrations.

#140 Novembre 2004 (62 pages) "L'Ultime Chasseur Lourd: Kawasaki Ki-102?" 16 pages including 30 photos; a color cover painting; a 2-page, 1/72-scale, 4-view drawing; and 4 color side-view drawings. "Lucio Bagini: La mort au-dessus de Turin" 6 pages including 13 photos (CR.32, Ro.41, Breda 65, Caproni Vizzola F.5, & MC.200). "Les B-17 et B-24 sous Etoile Rouge" 8 pages including 13 photos and 3 color side-view drawings of B-17 (2) and B-24 (1) carrying red stars. "L'Arado 196: 4e partie" 11 pages including 11 photos and one color side-view drawing. "Aero A-24: Le premier bombardier bimoteur tchecoslovaque" 5 pages including 12 photos and a small 3-view scale drawing. "Vikings sur la Mediterranee" 8 pages including 21 photos. "Maquette: Un pilote, un avion: Gunther Specht et le Bf 109 G-5/AS" 4 pages including 7 photos of the completed model, 4 photos of the original aircraft, and a list of victories.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

3/2004 (40 pages) Nothing of small-air-force interest.

ITALY

JP-4 Mensile di Aeronautica (JP-4, Via XX Settembre 60, 50129 Firenze; L 27.000 Europe, L 30.000 elsewhere).

#9 Settembre 2004 (100 pages) Color photos: India Il-78M & Jaguar; Malta Alouette III; Belgium Alpha Jet & CM-170; Italy MB-339; and Ireland PC-9. "I Tiger Svizzeri" 4 pages on Swiss F-5E/F including 5 color photos of the aircraft in flight and 4 color drawings of squadron badges.

#10 Ottobre 2004 (100 pages) Color photos: RNZAF MB-339CD and Czech Mi-24V. "Fuerza Aerea Paraguay" 4 pages including 20 photos [C-47; Boeing 707; T-27 Tucano; CASA C-212; T-23 Uiraparu (2); Bell UH-1H; Cessna 402 & 206; Piper PA-32 & PA-23; HB.350 Esquillos; PZL 104 Wilga; DHC-6; T-6 Texan; Convair 240; T-35 Pilan; Lockheed T-33; & Beech B55 Baron]. "Un Beriev Be-200 alla Protezione Civile" 2 pages including 6 photos. "Appunti dall'Oman" 2 pages with 8 photos [Skyvan (3), Bell 212, Boeing 737, BAe 1-11, Fokker F-27, & ATR 42]. "Le Ali della Georgia" 2 pages including 6 photos [EMB-120 (2), Tu-134, Tu-154, Yak-40 (2), & Mi-2]. "Il drama del Comet" 8 pages including 14 photos (one a RCAF Comet). "Incidenti Militari" 2 pages with 3 color photos of the aircraft involved (RAF Tornado 'ZA491', USN MH-53E, & Brazilian AF T-25C Universal '1855').

#11 Novembre 2004 (100 pages) Color photos: India Tu-142. "NATO Air Meet 2004" 4 pages including 11 photos (Turkish F-4 & F-16; Greek F-16; Hungarian MiG-29; Norwegian F-16; and Romanian MiG-21). "Air 04 Payerne" 4 pages including 10 photos (Swedish Saab 105; Dutch F-16; and Swiss Pilatus PC-21, Venom, & F-5). "Tiger Meet 2004" 4 pages including 10 photos (Turkish F-15AE Swiss F-18; Czech Mi-24; and Spanish Marage F-1M). "L'AG-51 'Immelmann'" 2 pages including 4 photos (Tornado). "Incidenti: Militari" 2 pages with 4 photos (Venezuelan CASA C.212 'ARBV-0206' & Short 360 'FAV-1952'; Canadian CH-124 '12434'; and Romanian MiG-21 '6700').

SPAIN

REVISTA ESPANOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A.,

C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#51 Septiembre 2004 (88 pages) "La Batalla de Inglaterra y el Arte Militar: Consideraciones segun la Teoria de Clausewitz" 26 pages including 9 photos, one map, 43 color side-view drawings [He 111 (3), Ju 88 (3), Do 17Z (2), Do 17P, Hurricane (4), Defiant, Ju 87 (4), Spitfire (5), Bf 109 (5), Me 110 (5), He 59 (2), Ar 196, Blenheim, Beaufighter (2), Fiat BR.20, CR.42 (2), and G.50], and tables. A pair for tables list the number of Hurricanes and Spitfires lost by day and by squadron from 10 June to 31 October 1940. (For example, the table shows that 302 Polish Squadron lost a total of four Hurricanes and 303 Squadron lost 17 with 302's first loss occurred on 15 September and 303's first loss occurred on 5 September.)

Poster Inserts: Autoametralladora M-20; Carro de Zapadores M-60 A1.CZ 10/25 ES; Canon Autopropulsado M-44; and Canon Autopropulsado M-37.

Book Insert: "Carros de Combate y vehiculos de cadenzas del Ejercito Espanol: Un siglo de historia" (pages 49-64) "Los primeros anos (1912-1936) "Carro Trubia" A continuation with 6 pages including 8 photos and one color side-view drawing. "Tractor de Artilleria Peugeot T3" 4 pages including 6 photos and one color side-view drawing. "Semiorugas Citroen-Kegresse" 2 pages including 5 photos and one color side-view drawing. "Semi-Oruga Blindado Citroen-Kegresse P-16 M.29" 2 pages including 2 photos and one color side-view drawing. "Tractor Holt Mod. 120" one page including one photo. "Carden Lloyd Mk VI" one page including one photo. "Tractor Cardon Lloyd de 2 toneladas" one page including one photos.

#52 Octubre 2004 (88 pages) Most of this issue is devoted to the revolution of 1934 under the title "Documento: 1934 Octubre Rojo: El golpe socialista a la legalidad republicana". The articles are: "La Armada en la Revolucion de Octubre de 1934" 11 pages including 13 photos. "Le revolucion de Octubre de 1934: Preludio de la Guerra Civil" 12 pages including 15 photos. "Blindados en la Revolucion de Asturias" 4 pages including 7 photos and 2 color side-view drawings. "La Aviacion Militar en la Revolucion de Octubre de 1934" 13 pages including 9 photos and 5 color side-view drawings (Breguet XIX, DH-80 Puss Moth, Ford 4-AT, Fokker F-VII, & DH Moth Major).

Poster inserts: Vehiculo de Exploracion de Caballeria (VEC TC-80); Blindado Medio de Ruedas (BMR M-1) Desactivacion de explosivos; Canon Vickers-Terni de 15 cm. Mod.1918 (M.L.r.); and Canon de Marina y Costa de 100 mm. Schneider. Book Insert: "Carros de Combate y vehiculos de cadenzas del Ejercito Espanol, Un siglo de historia" (pages 65-80) "Los primeros anos (1912-1936): "Tractor y Carro Armado Landesa" 6 pages including 8 photos and 3 color side-view drawings. "El Carro de 'La General'" one page including one photo. "Guerra Civil 1936-1939": Panzerkampfwagen I Ausf A y Ausf B, Sd Kfz 101" 6 pages including 15 photos.

#53 Noviembre 2004 (58 pages) "La 'Novena' y la liberacion de Paris" 8 pages including 4 photos and 4 color side-view drawings (M3A3, M4A3, M-3, & M-8). "Tetuan, 17 de Julio de 1936: El asalto al aerodromo de Sania Ramel" 9 pages including 4 photos and a color side-view drawing (Breguet 19). "El vuelo del Jesus del Gran Poder, 75e Aniversario" 5 pages including 4 photos, one map, and a color side-view drawing (Breguet 19). "La Royal Navy-Section Belge: La marina belga en la Segunda Guerra Mundial" 15 pages including 29 photos and a color side-view drawing (HMS Buttercup).

"Tropas de la Cuardía Alemanas en la Segunda Guerra Mundail: Division 'Leibstanarte' (3a parte)" 17 pages including 21 photos, one map, and 7 color side-view drawings (all German creepy crawlers).

Poster inserts: Carro de combate medio AMX-30 E; Carro de recuperacion M-47 E2R; Blindaro medio de ruedas (BMR M-1) Portapersonal; and Vehiculo de exploracion de caballeria modernizado (VEC-M1 TC-25).

Book insert: "Carros de Combate y vehiculos de cadenzas del Ejercito Espanol, Un siglo de historia" (pages 81-96) "Guerra Civil (1936-39)": "Panzerkampfwagon I Ausf A y Ausf B, Sd Kfz 101" (continuation) 29 photos, one color side-view drawing and two 2-page color 4-view drawings.

USA

AAHS Journal (American Aviation Historical Society, 2333 Otis St. Santa Ana, CA 92704-3846) Annual Dues \$39.00.

Summer 2004 "Flying Coffin" and "Pearl of the Sky"; The worst and, at the same time, the best fighter of WW II, Brewster Buffalo in Belgium, United Kingdom, Netherlands East Indies and Finnish Air Forces, 4 pages, 5 photos and one color painting of a/c in Netherlands East Indies AF colors).

Fall 2004 "Army Co-operation in the former Netherlands East Indies, 1945-1950" The story of the Piper L-4J Cubs of the Netherlands East Indies Air Force, 10 pages, 17 B&W photos, 2 tables listing serial numbers and unit strengths.

Compiled by: Alan Hawk (SAFCH #721), 3617 Melinda Ct., Monrovia, MD 21770-8803, USA.

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#186 Nov 2004 (146 pages) "L'Aeroplan de Vilotran" 6 pages including 6 photos. "The Gallaudet Story: Part 8b - The D-1 Hydroplane for the US Navy" 10 pages including 5 photos. "Cicero Flying

Field: Origins, Operations, Obscurity and Legacy - 1891 to 1961 (Part 1 of 3)" 20 pages including 27 photos. "Lt Venning Lee Sage, RFC" 7 pages including 2 photos. "Aircraft" 6 pages with 18 photos. "Time's Tarmac" 4 pages including 7 photos. "Drawings" 10 pages. "Identification X" 2 pages with 7 photos. "Museums/Organizations" 18 pages including 48 photos. "Models" 7 pages including 40 photos. "Gallery" 2 pages with 2 photos and a small 3-view drawing (Lippisch Delta V).

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$35.00 USA or \$40.00 overseas).

#72 Oct. 2004 (84 pages) "The Hess Brothers and the Hess Blue Bird" 13 pages including 8 photos, construction list, and 5 pages of multi-view scale drawings. "Design and Construction of the Navy Curtiss NC Flying Boats (Part 1)" a 9-page reprint of a 1919 article including 6 photos. "Siemens-Halske Waco" 7 pages including 4 photos and sketches. "Looking Forward: Pioneering Predictions of Air Transport" 6 pages including 4 photos. "ID UNK" one page with 3 photos of aircraft to be identified. "Oshkosh Air Venture 2004" 15 pages including 29 photos. "Cockpits: Fairchild F-45A" 2 pages including 3 photos. "Pitcairn PA-19 Cabin Autogiro" a 4-page reprint of a 1933 article including 2 photos and a small 3-view drawing. "Aviation Movie Publication Stills: The Brown B-3 Sport Plane and Movie Star" 3 pages including 7 photos. "Models" 3 pages including 5 photos. "Skyway Reviews" 3 pages.

ESM 72 (Model-Aire International, PO Box 159, Olema, CA 94950. E-mail: maiesm72@aol.com. Web site: members.aol/Maiesm72/maiwebpg.html.) Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol. 8, No.1 (64 pages) Now with color front and back covers. "Aircraft by Kit Manufacturer" 20 pages 'ICM to Kyosho'. "Up Dates" 24 pages.

YUGOSLAVIA

YASIG, Yugoslav Aviation Special Interest Group Newsletter, Nenad Mikklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia. All article in Serbo-Croatian and English. E-mail: yasig@eunet.yu. Web site: www.aeropoxy.freeseervers.com. 20 US\$/Euro including airmail.

2003 Yearbook (40 pages) "Red' Italian" 5 pages including 7 photos and 3 side-view drawings (Fiat CR.20 (Italian), Dewoitine D.371 (Spanish Civil War), & Jak-3 (Yugoslav)). "Aviatik Berg D.I: Ljubljana squadron of People Parliaments 1919-1920" one page with a 3-view drawing. "The Military Aeronautics of the Kingdom of Yugoslavia 1941: Some data about VVKJ structure, correct unit names and airmen ranks" 4 pages including a table listing Yugoslav names, abbreviations, and western equivalents. "Dewoitine D.9 C1" one page with a 3-view drawing of D.9 in Yugoslav markings. "De Havilland DH-89 Dragon Rapide" one page with a 3-view drawing of 'YU-SAS'. "Rogozarski SIM XII-H" 3 pages including two 1/48-scale 3-view drawings. "De Havilland DH.60G Moth" 4 pages including side- and top-view drawings of 'UN-PAH' & 'YU-PAV', a 3-view drawing of 'Sarajevo', and side view drawings of 'G-AALZ', 'YU-PDH', '73', '74', '75', & '76', and table listing data on all 12 Yugoslav Moths. "Royal Yugoslav Air Force, Army and Naval Aviation airmen - April 1941" A monumental 11-page work listing name, rank, status (e.g. pilot), unit, type of aircraft, serial, tactical number, number of victories, and notes. "Mil/WSK-PZL Mi-2" one page with a drawing of a Yugoslav Auto Club - AMJS Paramedics/First Aid transport. "Mil Mi-4A: Richard Burton's on board, Comrade Tito!" one page with a drawing of the Mi-4 used during the filming of the movie on the "Battle of Sutjeska". "KBL-12" one page with a 3-view drawing of an unbuild small jet aircraft designed by the LETOV Ljubljana Institute.

Enciclopedia de la Aviation Militar Espanola

Quirón Ediciones, C/Cromo P. 18-20, Polígono Industrial San Cristóbal, 47012 Valladolid, Spain. E-Mail: quiron@quironediciones.com. Web Site: www.quironediciones.com. Each 2.97 Euros.

#83 (pages 1352-1340) "Breguet XIV A.2" The 5-page conclusion of the Breguet 14 story including 7 photos, 3 color side-view drawings, a scale 3-view drawing, and list of the other 17 countries that used the Breguet 14. "Breguet 19 A.2, B.2 y AB.2" The beginning the Breguet 19 story (11 pages) including 16 photos (one of a Huck's starter mounted a Ford Model T of the same type as kitted by RPM in both 1/72 and 1/48 scale as the Samochod zwiadowczy M.M.G.S. - a great conversion project for the intrepid modeler), 2 color side-view drawings, and a map of the Madrid to Manila flight of 1926.

Poster inserts: Bristol Prier and Blackburn Swift Mk-I: Avion M-NTAB de la Aeronautica Naval.

#84 (pages 1341-1356) The Breguet 19 story continues with 16 pages including 18 photos (one a beautiful 2-page photo of nine Breguet 19 in flight over the Spanish countryside), 4 color side-view drawings, and a map of the around the Mediterranean flight of 1928.

Poster inserts: Stinson 108 Voyager: Avion 94-2 (L-2-3) perteneciente a la Escuadrilla de C.G. de la Region Aerea Pirenaics and Beechcraft C-90: Avion 744-94 (E.22-5) del 744 Escuadron de la Escuela de Polimotores.

#85 (pages 1357-1372) The Breguet 19 story continues with 16 pages including 16 photos, 6 color side-view drawings, a 2-page color three-view

drawing, and a table listing all of the 233 Breguet 19 that served in Spain.

Poster inserts: Beechcraft C-100: Avion EC-CHE (E.23-2) asignado a la Escuela Nacional de Aeronautica and Beechcraft F-33 A Bonanza: Avion 42-09 (E.24 A-9) perteneciente al 42 Grupo de Fuerzas Aereas.

#86 (pages 1373-1388) The Breguet 19 story continues with 16 pages including 42 photos and one color side-view drawings. The last 9 pages begins the story of "Los Breguet XIX en la Revolucion de Octubre de 1934"

Poster inserts: Romeo Ro-37-bis: Avion 12-4 perteneciente a la Aviacion Legionaria and Vultee V-1A: Avion 43-14 'Capitan Haya' perteneciente a la Escuadra de Caza.

BATAILLES AERIENNE

Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. E-Mail: Lela.presse@wanadoo.fr. Web Site: www.avionsbateaux.com. Four issues 32 Euros.

#30 Leningrad: Combats aeriens d'un siege de 900 jours. There is nothing of small-air-force interest in this thirtieth volume of Batailles Aeriennes - only the usual well-researched text (regrettably in French), the excellent collection of never-before-published photographs, informative maps, tables

packed full of data, and beautifully-rendered color side-view drawings. While the coverage is decidedly of the Soviet side, the Luftwaffe receives plenty of attention. There is no need to go into the details of the coverage since the title is self explanatory. However, an accounting of the number of photos and color drawing should suffice to accentuate the quality of the presentation: 107 photos and 27 color side-view drawings [I-153 (2), I-16 (3), Il-2 (2) La-5 (4), Bf 109 (4), LaGG-3 (4), MiG-3 (1), Pe-2 (6),

and Po-2 (1)].

The 2-page "Uniformes et tenues de vols" section consists of color drawings of ten Soviet flyers in flying outfits. The 3-page "Maquette" section is on the 1/72 Smer 'Iliouchine Il-2 Stormovick' and 6 color photos of the beautifully finished model.

This volume is highly recommended, as are all Batailles Aeriennes volumes, to anyone interested in combat aviation in World War Two.

Meidagen 1940

The Dutch Air Arms Defense Against the German Invasion May, 1940

Part 2b

Chapter 3 (Continued)

Meidagen Begins Friday, May 10th

[Author's Note: As related in Part 2A, SAFO #110, the Dutch *Militaire Luchtvaart* had been devastated by *Luftwaffe* air attacks during the morning of May 10th. By noon, all that remained were 14 operational D.21 single-engine fighters, three scattered G.1 twin-engine fighters, five combat-ready T.5 medium bombers, and a squadron of ten C.10 biplane light bombers. Two main *ML* airfields Waalhaven and Ypenburg were under assault by German airborne forces, eliminating the units based there. These, plus two other airfields near The Hague that were also under airborne assault, would be primary targets for the meager surviving Dutch combat planes and their brave aircrews.]

Dutch Aerial Counter-attacks

By mid-morning the Dutch High Command fully realized the gravity of the daring airborne assault on "Fortress Holland" and ordered air raids by its remaining forces in an attempt to destroy the invading Germans on their landing zones. One of the first missions to answer the call was flown by one of the five Fokker T.5 bombers that had survived the carnage at Schiphol.

Commanded by Lt Swagerman, the bomber (#855) was sent off at 0630 hours to strike the German airborne forces landing at Ockenburg airfield. After takeoff, Lt Steenbeek headed south-southwest at low altitude for The Hague. Approaching Ockenburg, they found the field covered with Ju 52s and, as soon as Lt Steenbeek climbed to bombing altitude, Swagerman released the two 100 kg (220 lb) and four small 50 kg (110 lb) bombs. Four of the German transports erupted into flames. As Steenbeek turned the ponderous bomber out to sea, however, they were quickly attacked by a roving patrol of Bf 109Es and the T.5 was sent crashing into the sea, Lt Swagerman and two of his crewmen bailing out. Unfortunately only Lt Swagerman was able to swim to shore.

The other four T.5s had landed at the *ML* auxiliary field at Ruigenhoek, near the beach south of Haarlem. One of these (#853) had a disabled engine, but the other three were quickly organized to launch an attack against the German airborne forces at Ockenburg only 15 minutes after the first attack. The tight three-ship formation droned southward and dropped 1,200 kg (2,645 lbs) of bombs from a medium altitude (6,500 ft/2,000m), wreaking havoc among the 30 or so Ju 52s spread haphazardly upon the airfield.

This formation landed back at Schiphol where they were rearmed and refueled for a second raid and were dispatched shortly after noon against the German airborne forces fighting at Waalhaven airfield. Because the crews of these aircraft had already flown two missions, new crews were assigned to this raid. By this time, German air superiority over Waalhaven had made itself felt and this mission was given six D.21s from 2.JaVA as escort, led by the dynamic 1Lt Antoine H. Bodaan, who was on his fourth sortie of the day. With this element of protection, the three bombers led by 1Lt

P. J. G. Mulders (commanding #856) made their way to the target, taking advantage of cloud cover to conceal themselves from the roving patrols of Messerschmitt fighters and conducted a level bombing attack at 1237 hours. Additionally, 2Lt H.B. Sitter (#236) dived on the airfield, strafing a number of Ju 52/3m.

Shortly after dropping their bombs, however, the Dutch aircraft were suddenly attacked by six Bf 109Es (6/JG.27) covering the Waalhaven air assault landing zone. The German interceptors succeeded in shooting down the D.21 flight leader, 1Lt Antoine H. Bodaan (#238), before closing on the bombers. For his gallantry and sacrifice in this combat, Lt Bodaan was posthumously awarded the *Ridder 4e Klasse* (Knight 4th Class) of the *Willemsorde* ("Williams Order"), the highest individual decoration in The Netherlands, one of only two *ML* aviators to be so recognized in this short campaign.

The remaining D.21s tried to fend off the Messerschmitts, with 2Lt J.C. Plesman (#235) claiming a 'probable' and Reserve Sgt (KLM pilot) C.Ch. Steensma damaging two Bf 109Es. Lt Sitter came roaring in from his strafing pass to claim one Messerschmitt destroyed. (See Note 7)

However, the enemy interceptors proved deadly to the bombers, sending two of them crashing down in flames (#854 and #862). Only the tail gunner of one of the bombers was able to escape, parachuting to safety. Lt Mulder's T.5 returned to Schiphol where, late that afternoon, it was joined by another that had escaped to Bergen airfield for most of the day (#850). Three of the D.21s were damaged in the battle, one of them (#239 flown by Sgt Steensma) so badly it was written off and destroyed by burning after its landing.

To concentrate all surviving D.21 fighters at a base unknown to the Germans, 1.JaVA began sending its five flyable fighters to the auxiliary airfield of Buiksloot that afternoon. Similarly, following the afternoon escort of the T.5 bombers, the six remaining D.21s of 2.JaVA (plus the sole survivor of the 1-V-2.LvR) joined them at this secret airfield in what was called the *Combined JaVA*. Thus, by the end of the first day of combat the Dutch single-engine fighter force was down to a mere dozen airplanes.

During the rest of day *ML* units continued to maintain some pressure on the invading German airborne forces at Waalhaven and around The Hague. The most successful unit was the *StratVerVA*, based at Bergen. It had not suffered the disastrous fate of its sister unit there because its much lighter C.10 reconnaissance biplanes were widely dispersed and carefully camouflaged around the edge of the field. All ten operational C.10s survived the initial attack and they were quickly armed and dispatched on raids against the German airborne forces on Valkenburg and Waalhaven airfields.

Loaded with eight 50 kg bombs each, the first formation of three C.10s was sent out at 1040 hours to bomb German forces at Valkenburg. They did so successfully,

using standard *ML* bombing tactics, releasing their ordnance from medium altitude (7,800 feet/2,500m). Nearby, they spotted and attacked German transports that had landed on the beaches near Katwijk, strafing them with their 7.9-mm machine guns before returning to Bergen. (For list of C.10s involved in this and subsequent attacks, see Note 8)

Twenty minutes later, the second raid of five biplane bombers was launched against the German forces landing at Waalhaven. Over the target patrolling Bf 109Es (1/JG.51) soon spotted these high flying biplanes and *Leutnant* (2Lt) Hans Strehl and *Oberfeldwebel* (MSGT) Oskar Sickling quickly shot two of them (#708 and #709) out of the sky. Both of them crash-landed, the crews of both miraculously escaping unhurt.

After landing back at Bergen, four of the C.10s were rearmed and sent against the German paratroop forces holding the bridges at Moerdijk. Learning from the second mission, the C.10 pilots changed their tactics to a low level ingress and approach to the target, pulling up at the last moment to release their bombs. This formation completed their mission successfully and all four aircraft returned safely to Bergen, unseen by the patrolling Messerschmitts.

The battlefield observation units of the *2.LvR* were also called upon to fly bombing missions as the Dutch threw everything they had remaining against the Germans invading their rear area. The bulk of these offensive sorties were flown by the old, obsolete Fokker C.5d of the *IIIe Verkenning Groep* based at Ruigenhoek. After flying one reconnaissance sortie (in #617) over Valkenburg at 0615 to ascertain the situation there, the unit mounted its first air raid with five C.5d carrying the standard load of eight small 50 kg bombs. (For list of C.5d involved in this and subsequent attacks, see Note 9) The old, slow biplanes escaped detection and reportedly left several Junkers transports burning on the airfield. A second raid, this time of three C.5d, was sent against Ypenburg airfield at 1240 hours. Later that afternoon a third formation again of three C.5d was sent to attack Ju 52/3m on the beach, destroying another seven. Finally, a fourth raid again of three aircraft was sent to bomb the German paratrooper positions at Moerdijk at 1605. They encountered fierce ground fire and one C.5d (#622) was forced down and had to be abandoned. Five other sorties (all reconnaissance) were flown singly or in pairs, one mission resulting in another two Ju 52/3m being destroyed on the beach near The Hague.

The other three *Verk Groepen* found themselves either under devastating air attack or having their base assaulted by German air-landing troops.

The *Ie Groep* was based well forward, at Hilversum airfield north of Utrecht, in order to provide battlefield observation support to the *Veldleger* corps manning the Grebbe Line. Positioned so far forward, it was an attractive target for the *Luftwaffe* and was subjected to a strafing attack by Bf 109Es at 0400 that morning. One Koolhoven FK-51 was damaged beyond repair and two other FK-51s, a C.10 (#718) and two C.5s (#591 and #600) were either damaged or were in need of vital repairs to the point where they could not fly. As a result, they were abandoned when the unit moved that evening to Middenmeer. During the move, three C.5d (#594, #612, #646) attacked, strafed and destroyed seven Ju 52/3m that had landed on the beaches. Later, they were followed by another C.5d (#650), the unit's remaining C.10 (#718), and

two FK-51s.

Similarly, *Ive Groep* was forward deployed to Gilze-Rijen airfield, south of the rivers, to support III Corps on the Peel Line. After a vicious strafing attack by Bf 109s at 0400 and subsequent bomber raids, the unit moved to the training base at Haamstede, on the North Sea coast. Unfortunately, four F.K.51s and three C.5d had to be left behind and destroyed. Once on the ground at their new base, two C.5d were quickly loaded with small bombs and sent out to attack the German airborne forces at Waalhaven. Flying below 1,640 feet (500 m) altitude, the two raiders were intercepted by three Bf 110Cs over Rozenburg. One C.5d (#614), flown by Sgt K. Zwarthoed, attempted to dive away but was easily caught and damaged, crash-landing with its two-man crew unhurt, but the aircraft was strafed and burned. The other (#606), piloted by 2Lt Wim Rooseboom, attempted to fight back and dodge the Germans by darting in and out of the puffy clouds. However, after about 10-15 minutes it was caught and destroyed, going down in a spin, the gallant Lt Rooseboom being killed and his observer-gunner mortally wounded while hanging in his parachute. (See Notes 10 and 11)

At Haamstede, the advanced flying school experienced an early morning (0415) air raid by a dozen Bf 110s (I/ZG.1). The attackers destroyed the large hangar and badly damaged the six training aircraft inside. One F.7/3m (#802), a C.5d and two FK-51s were totally destroyed and the C.9 (#662) damaged, but most of the airworthy aircraft had been well dispersed in small hangars and revetments outside the actual airfield. Consequently, the school was able to transfer four of its C.5d to the newly arrived *Ive Verk Groep* which, by the end of the day, had only three C.5d and a solitary FK-51 remaining. Additionally, the one T.5 bomber (#858) that diverted to Haamstede during the morning bombing of Schiphol was destroyed in subsequent raids.

Like Haamstede, the De Vlijt flying school was also attacked early on the first morning by Bf 110Cs. However, once again, proper dispersal and camouflage resulted in only one aircraft, T.5 #861 (which was too large to move off the field and almost impossible to hide), was lost to the marauding Messerschmitts.

Meanwhile, because of the airborne assault at Ypenburg, *Ile Groep* was trapped by the ground fighting and was initially out of the action. Even after the Germans were driven off the airfield, the runways were so cluttered with wrecked Ju 52/3m transports, bomb craters, obstacles and discarded equipment that the base was unusable for three days.

Finally, although also equipped with a second type of reconnaissance biplanes, the *Verkenning Groepen* commanders quickly realized that to attempt to conduct their missions in the small, light, and slow Koolhoven FK-51 *lichte verkenners* (light observation) would be suicidal in the face of overwhelming *Luftwaffe* air superiority. In fact, the only operational mission flown with this type (by #426) to scout out the situation at Valkenburg airfield was aborted and the crew returned to base because the observer's 7.7-mm Lewis machine gun refused to work

Summary

The first day of the war had gone badly for the *Militaire Luchtvaart* overall it had lost 62 of its original 125 serviceable warplanes. The attrition rate of 50% per day was

one that could not hope to be sustained. Most seriously, only twelve D.21s, three G.1 fighters, and a pair of T.5 bombers survived the initial *Luftwaffe* onslaught. The *ML* had accounted for 12 German bombers and three fighters (of the 75 twin-engine bombers and 11 fighters lost by the *Luftwaffe* that day).

However, it was the losses of Ju 52/3m that were the most serious for the *Luftwaffe*. Of the 430 transports assigned to *Fleigerkorps zbV* for use against *Vesting Holland*, a total of 125 of them were destroyed in the first day of the airborne operation, the vast majority of them by Dutch AA fire. Another 100 or so were damaged, either by AA fire or by landing off prepared surfaces, and were scattered, stranded across the Dutch countryside, no longer available to the invaders. Hardest hit was *KG zbV.2*, which lost a total of 194 of its 213 aircraft destroyed or disabled in the initial assault. On the ground around The Hague, the Dutch defenders had thwarted the attempted *coup d main*. The horrendous losses of transport aircraft during the initial assault meant that the second and third waves of the 22nd *LL* Div troops were left standing at their debarkation airfields back in Germany. Their comrades that had survived the initial assault in Holland were holding out in four isolated pockets near their objectives, but were cut off and hard pressed by the Dutch I Corps. However, the German paratroopers still firmly held the Waalhaven airfield west of Rotterdam, the Wilhelm Bridge inside the city, and the bridges at Dordrecht and Moerdijk. However, the Dutch defenders controlled the north bank of the Nieuwe Maas covering the German bridgehead and Waalhaven airfield with machine gun, anti-tank, and artillery fire. MajGen Student had flown in to Waalhaven and set up his HQ in a schoolhouse in south Rotterdam. His troops were reinforced by II/*FJR.2*, the divisional anti-tank, flak, and mountain howitzer batteries. From this central location he deployed the fresh forces to the bridges at Dordrecht (south) and in Rotterdam (north).

The most serious threat to the Netherlands, however, was the fact that the 9th *Pz* Div, having crossed the Maas without resistance at Gennep, was preparing to drive rapidly towards Hertogenbosch, through the hole in the Peel Line. Behind it came a third motorized regiment of the SS *Verfügungs* (Expeditionary) Division and, north of Gennep, the 254th *Inf* Div struggled across the broad Maas River at Hatert where the destruction of the bridge was incomplete. The three divisions of the Dutch III Corps were compelled to withdraw rapidly northwest towards the relative safety of the Maas River.

Thus, south of the Dutch Rhine, the German advance was not delayed at all. (Map 3 depicts the extent of the first day's actions.)

End Notes

7. *Luftwaffe* records for 10 May 40 confirm the loss of two Bf 109Es from JG.26 that day (however, neither were from 6 *Staffel*). One, belonging to 5/JG.26, was reported shot down by a 'D.XXI' and crashed near Rhenen. The second, belonging to 9/JG.26, was reported shot down by a 'D.XXI' over Moerdijk. The authorized history of JG.26 acknowledges only the loss of the 9/JG.26 Bf 109 flown by Lt Wolfgang Ludewig and it to ground fire while attempting to

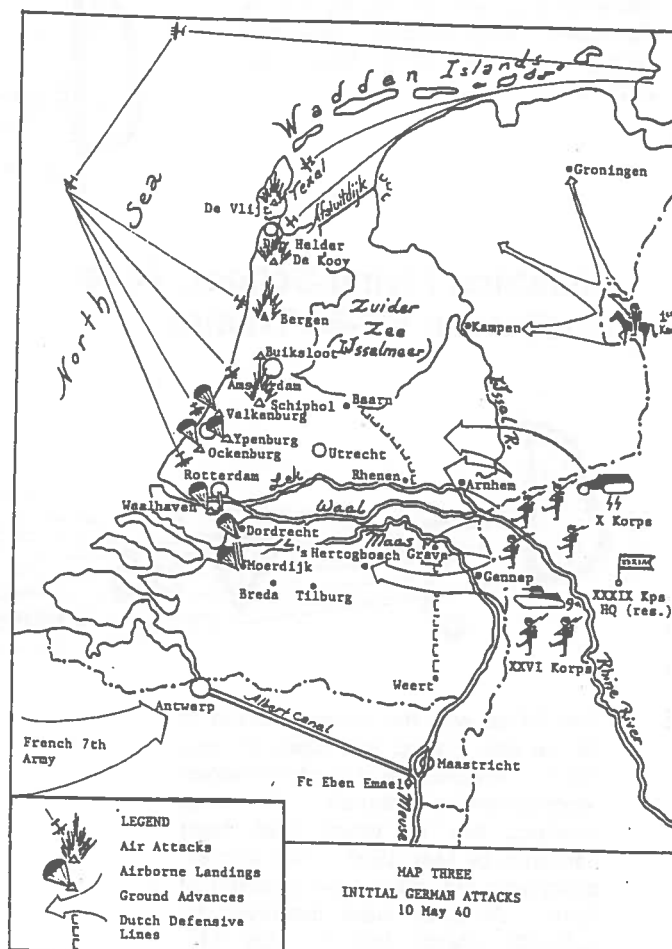
land at Ypenburg airfield on the orders of *Luftflotte 2* HQ.

8. The specific aircraft used for these raids were: First Attack Valkenburg, 1040-1140: #713, #714, #715. Second Attack Waalhaven, 1100-1230: #706, #708, #709, #711, #712. Third Attack Moerdijk: 1640-1800: #711, #712, #713, #714; #705 aborted and flew the mission later.

9. The specific aircraft used for these raids were: First Attack Valkenburg, 0820-0840: #605, #619, #621, #622, #631. Second Attack Ypenburg, 1240-1305: #631, #639, #645. Third Attack Ju 52/3m on beach, 1525-1550: #621, #631, #639. Fourth Attack Moerdijk, 1605-1730: #592, #605, #622.

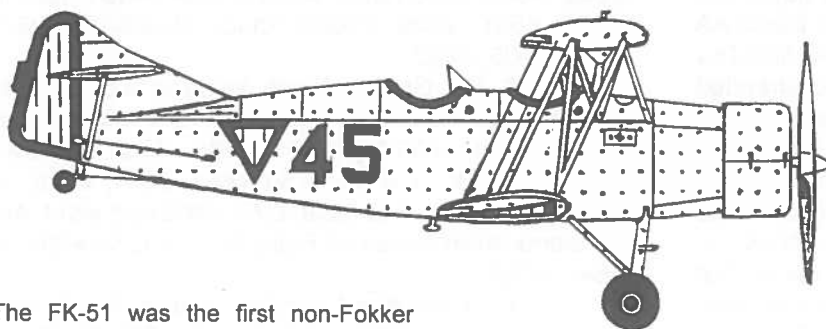
10. *Ive Groep* aircraft involved were: Damaged aircraft left behind at Gilze-Rijen: FK-51s: #409, #415, #421, #427; C.5d: #604, #620, #625. Aircraft flown to Haamstede: FK-51 #411; C.5d #606, #614, #618, #636, #641. Aircraft lost in combat: C.5d #606 and #614. Aircraft transferred from Advanced Flying School: C.5d #603, #637, #648, #652.

11. In the aerial combat related, Dutch sources report the German interceptors as being Bf 110s. However, there are no *Zerstörer* victory claims for 10 May 40 existing in surviving *Luftwaffe* records. The *Luftwaffe* victory claims by Bf 109E units over Holland (Appendix 6) do include 'Fokkers of unknown type' shot down at an unspecified time by pilots of 7/JG.3.



AIRCRAFT OF 3rd LUCHTVAART REGIMENT

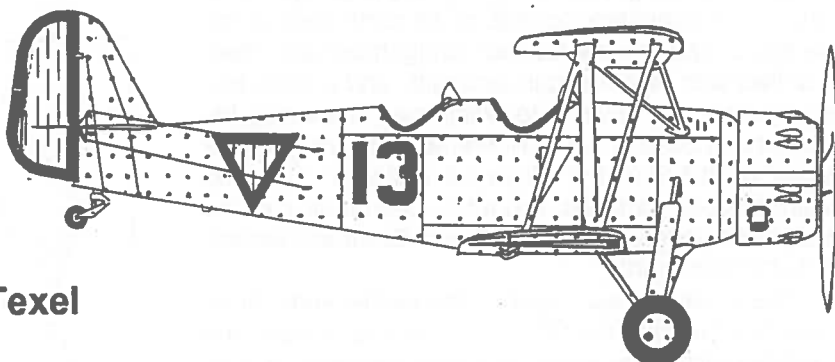
Elementary Flying School, Vlissingen Fokker S.9 Trainer



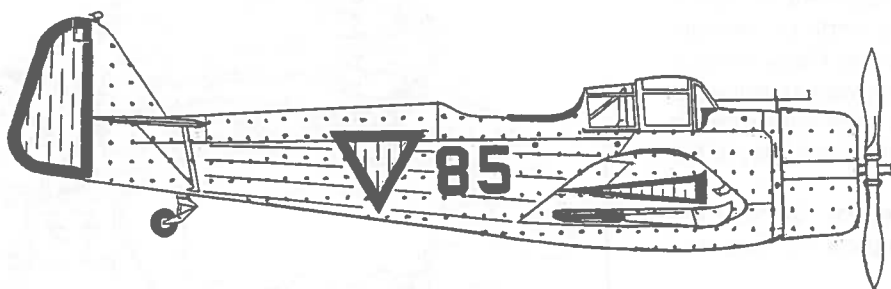
This S.9 was one of 19 acquired by the LVA as primary trainers, 18 of which were in ML service on May 10th. German air attacks failed to destroy the airfield or any aircraft, and four days later 15 S.9s headed for France. Two were lost along the way, most of the remainder arriving at Caen on the 16th. This aircraft, along with 10 other S.9s, were handed over to the *Armée de l'Air* while the 280 Dutch men accompanying them in motor convoys evacuated to the UK. SOURCE: KLu Vliegtuigen by Wim Schoenmaker and Thijs Postma, pg 65

The FK-51 was the first non-Fokker aircraft to enter LVA inventory since 1920. Designed as a trainer, it was also pressed into service as a light observation aircraft. Of 25 delivered as trainers, 15 were assigned to Haamstede. Two were destroyed in the initial *Luftwaffe* attacks, #13 and the rest were destroyed by air raids the following day, virtually wiping out the Advanced Flying School. SOURCE: Avions magazine, #110, May 2002, page38.

Advanced Flying School, Haamstede Koolhoven FK-51 Trainer



Finishing Flying School, Texel Koolhoven FK-56 Trainer



The FK-56 was the newest aircraft in ML service, having first flown in June 1938. Designed as a modern trainer/reconnaissance aircraft, 15 were ordered, five of which had been delivered by May 1940. This aircraft, along with two others, were based at Texel. All three were destroyed by *Luftwaffe* attacks late on May 11th. SOURCE: KLu Vliegtuigen by Wim Schoenmaker and Thijs Postma, pg 75.

Color Key

	LVA Blue FS 25189
	Dutch Insignia Orange FS 22243
	Bare Metal (Silver) FS 17178
	Black/ Rubber

SOURCE: Camouflage en Kentekens by J. H. N. Greuter, et al., Bergen, NL: B.V. Bonneville, 1997, pages 41, 219, 221

Sources

1. Ailsby, Christopher, *Hitler's Sky Warriors: German Paratroopers in Action, 1939-1945*, Dulles, VA: Brassey's, Inc., 2000.
2. Ausems, Andre, "The Luftwaffe's Airborne Losses in May 1940: An Interpretation," *Aerospace Historian*, Vol. 32, No. 3, Fall/December 1985.
3. Beeling, Dr. M., "Dutch Digression," *Air International*, Vol 6, No.2, February 1974.
4. Bekker, Cajus, *Luftwaffe War Diaries*, trans. and ed. Frank Ziegler, 1966, New York: De Capo Press, 1994.
5. Bezouska, Paul, "Foreign Use of the FW.58," *SAFO*, Vol 2, No.1, October 1976.
6. Bingham, Victor, *Blitzed! The Battle of France*, May-June 1940, London: Air Research Publications, 1990. Appendix 5 in this work contains a transcript of the Luftwaffe Quartermaster General Daily Returns of Aircraft Losses that are on file at the Imperial War Museum in London. This appendix was used to verify German losses and correlate combat events over the Netherlands throughout this article.
7. Brongers, E.H., "Inventaristatie uit Diverse Bronnen van in de Meidagen van 1940 in Nederland Neergeschoten of Vernielde Duitse Vliegtuigen, Weergegeven per Provincie" (Inventory from Several Sources of German Planes Shot Down or Destroyed in the Netherlands in the May-days of 1940, Reflected by Province), published on the website www.bhummel.dds.nl.
8. Caldwell, Donald L., *JG.26: Top Guns of the Luftwaffe*, New York: Ivy Books, 1991.
9. Chant, Christopher, *World War II Airborne Invasions*, London: Orbis Publishing, Ltd., 1976.
10. Cull, Brian, and Bruce Lander with Heinrich Weiss, *Twelve Days in May*, London: Grub Street, 1995.
11. Damen, Alfred, "Fokker T.V", *Aero Album*, Vol 5, Spring 1969.
12. Doorman, Lt Col P.L.G., *Military Operations in the Netherlands from 10th-17th May, 1940*, translated by S.L. Salzedo, London: George Allen & Unwin Ltd, 1944. This is the Dutch government's official account of the invasion of their country, written in exile in the UK during the conflict.
13. "Fighters From A to Z: Kooldhoven F.K.52," *Air International*, Vol 25, No.6, December 1983.
14. Gerdessen, Frits, "Douglas DB-8A/3N, part two," *Luchtvaart*, Vol 7, No.6, June 1990.
15. Gerdessen, Frits, letter to author, 24 August 2004.
16. Gerdessen, Frits, *Nederlandse Militaire Luchtvaart VI Fokker D.XXI (Vol 2)*, Uden, The Netherlands: Stichting Vrienden van het Militaire Luchtvaart Museum, 1991. Translated by the author.
17. Gregory, Barry, and John Batchelor, *Airborne Warfare: 1918-1941*, ed. Christy Campbell, London: Phoebus Publishing Co./BPC Publishing Ltd., 1978.
18. Guttman, Robert, "The Hornet from Holland," *Aviation History*, Vol 14, No. 4, March, 2004.
19. "Halfway House Fokker," *Air International*, Vol 1, No. 3, August, 1971.
20. Hoebeke, R.E., "Neergestorte Vliegtuigen in Zeeland" (Aircraft Crashes in Zeeland), published on the website www.hoebeke.com/nl/db-neergestortevliegtuigen.php3#B2.
21. Horne, Alistair, *To Lose a Battle France 1940*, Boston: Little, Brown and Company, 1969.
22. *Illustrated World War II Encyclopedia*, Volumes One and Two, ed. Brigadier Peter Young, text by Lt Colonel Eddy Bauer, NY: H.S. Stuttman, Inc., 1978.
23. Jong, Major A.P. de, *Onze Koninklijke Luchtmacht: #2 Tactische Lucht-Strijdkrachten*, Alkmaar, The Netherlands: Unieboek b.v., date unknown.
24. Jong, Colonel A.P. de, *Vlucht Door de Tijd*, Houten, The Netherlands: Unieboek b.v., 1988. This work is the official 75-year history of the Dutch air force written by Colonel de Jong, Royal Netherlands Air Force (RNLAF) historian, and printed by the RNLAF Public Relations Bureau. Translation accomplished by 32d Fighter Group Commander's secretary, Ms. Gitty U'ren, October, 1993. Translation in possession of author.
25. Kesselring, Albrecht, *The Memoirs of Field-Marshal Kesselring*, Novato, CA: Presidio Press, 1989.
26. Klaauw, Bart van der, "Frustrated Fokker," *Air International*, Vol 31, No. 5, November 1986.
27. Kreis, John F., *Air Warfare and Air Base Air Defense*, Washington, D.C.: U.S. Government Printing Office, 1988.
28. Lucas, James, *Storming Eagles: German Airborne Forces in World War Two*, London: Arms and Armour, 1988.
29. "Luftwaffe Operations Summary: 10 May 1940," as published on the website <http://chrito.users1.50megs.com/1940/10mai40luf t.htm>.
30. Mason, Herbert M., Jr., *Rise of the Luftwaffe: 1918-1940*, NY: The Dial Press, 1973.
31. Meyler, David, "Missed Opportunities: The Ground War in Holland," *Command Magazine*, No. 42, March 1997.
32. Meyler, David, "To Sow the Wind: The Luftwaffe's Campaign in the Netherlands, 10-14 May 1940," *Command Magazine*, No. 42, March 1997.
33. Molenaar, Colonel F.J., *Luchtverdediging in de Meidagen 1940*, table of "AF Operations," translated by Mr. Frits Gerdessen, provided in a letter to author, 15 May 1992. This is the official Dutch air force history of "Air Defense in the May Days, 1940".
34. Morton, Fred, "The Aerial Invasion of Holland Part One," *Air Combat*, Vol 3, No. 5, September 1975.
35. "Mower: Fokker's Final Fighter - part three," *Air International*, Vol 7, No. 6, December 1974.
36. "O.K.L. Fighter Claims," edited by James Perry, 15 February 2002, as published on website: <http://www.luftbord.ndo.co.uk/reichwest193940.pdf>.
37. Overvest, Henk J. van, "Last of the Fighting Fokkers," *Air International*, Vol 13, No. 4, October 1977.
38. Henk Overvest was one of only three D.21 pilots known to achieve a victory over a Bf.109E in the Meidagen air fighting; his humble account of flying the D.21 during the pre-war tensions and in combat is very interesting.
39. Pelletier, Alain J., "Northrop's Connection: The Unsung A-17 Attack Aircraft and Its Legacy, Part Two," *Air Enthusiast*, No. 77, September/October 1998.
40. *Ridders der Militaire Willems-Orde bij de Koninklijke Luchtmacht (Knights of the Military Williams Order by the Royal [Netherlands] Air Force)*, The Hague: Luchtmachtstaf-Sectie Krijgsgeschiedenis (Air Force Staff War History Section), 1965.
41. Schoenmaker, Wim and Thijs Postma, *KLu Vliegtuigen*, Alkmaar, the Netherlands: De Alk b.v., 1990.
42. Schoenmaker, Wim and Thijs Postma, *Mei 1940 de verdediging van het Nederlandse luchtruim (May 1940 The Defense of the Dutch Airspace)*, Amsterdam: De Bataafsche Leeu, 1985.
43. Schuurman, J. H., *Vliegveld Bergen NH 1938-1945*, Bergen, the Netherlands: Uitgeverij De Coogh, 2001.
44. Schuurman, Johan H., "Do 215 and Do 17Z," email to author, 2 August 2004.
45. Schuurman, Johan H., "JG.186 Losses," email to author, 4 August 2004.
46. Scutts, Jerry, *Luftwaffe Bomber Units: 1939-41*, London: Osprey Publishing Ltd., 1978.
47. Taylor, Telford, *March of Conquest: German Victories in Western Europe, 1940*, New York: Simon and Schuster, 1958.
48. Vanderstok, Bob, *War Pilot of Orange*, Missoula, MT: Pictorial Histories Publishing Co., 1987. Bob, or 'Bram', van der Stok was a very colorful D.21 pilot who eventually escaped Nazi-occupied Holland to join the RAF. He was shot down over northern France in July 1942, and became a POW at the infamous Stalag Luft III he was one of the only three members of the 'Great Escape' that actually made it out of Nazi-occupied Europe. Returning to flying RAF Spitfires, he eventually commanded 322 (Dutch) Squadron and flew air superiority missions during the liberation of his homeland.
49. Verleure, Wim, "Netherlands Army Air Force," *SAFO*, Vol. 16, No.2, April 1992.
50. Weal, John, *Messerschmitt Bf.110 Zerstörer Aces of World War 2*, Botley, UK: Osprey Publishing, 1999.
51. Weale, Elke C., John A. Weale, Richard F. Barker, *Combat Aircraft of World War Two*, London: Bracken Books, 1977.
52. Wesselink, T. J. M., "The Last of the Kooldhovens," *Air International*, Vol 10, No.4, April 1976.
53. Whiting, Charles, *Hunters From the Sky: The German Parachute Corps, 1940-1945*, New York: Stein and Day Publishers, 1974.

Photographs

against the invading forces. Surprisingly very few would become casualties. (Official Luchtmachtfotograaf via Johan Schuurman Collection)

B. StratVerVA C.10s in Flight. This formation of five is on a practice ground attack mission. Normally ML tactics employed formations of three or five aircraft. Aircraft #713 and #715

flew as part of StratVerVA's first combat mission: bombing German transports and air assault forces at Valkenburg Airfield. The leading C.10 (#708) was shot down on the second mission, attacking German forces at Waalhaven. (Photo by 2Lt A. G. A-Tjak via Johan Schuurman Collection)

Captions for the photos on pages 85-86/107-108/74. From Doug Dildy's collection, unless otherwise noted.

A. The Pilots and Observers (front two rows) and Ground Crewmen of the StratVerVA at Bergen in June, 1939. In the hours and the few days following the start of the Germans crossing the frontier, these men would be called upon to provide the bulk of the offensive missions

C. StratVerVA C.10s bombed up and ready to go. This photograph, taken in the hangar at Bergen Airfield, shows four C.10s armed with four 50 kg (110 lb) bombs beneath each wing. Note the message retrieval hooks under the central fuselage. The props are gray on front and black on back. (Johan Schuurman Collection)

D. Three Fokker D.21s of the 1e JaVA on alert at De Kooy Airfield. The 1.JaVA was based at De Kooy Airfield to defend the main Dutch naval base at Den Helder. The unit was very active during the Neutrality Period, shooting down one He 111 and causing the destruction of a Do 18 flying boat. On 10 May it successfully defended its airfield from attacking Bf 109Es, shooting down three of them. (Thijs Postma Collection)

E. Sgt B. de Geus of 2e JaVA in D.21 #217. On the morning of May 10th Sgt De Geus (in #224) scrambled from Schiphol and later shared in the destruction of a Ju.52/3m transport near Gouda. He flew five sorties that first day and another four the following 'May Days'. Meanwhile, #217 had been transferred to 1-V-2.LvR. On May 10th it was flown once, by Sgt P.J. Aarts, landing at Ockenburg where it was unusable and was eventually captured by the Germans. Note the rod-mounted ring-and-bead gunsight in front of the windscreen and the muzzles of the FN-Browning M-36 machine guns mounted on either side of the landing light. (Frits Gerdessen Collection)

F. The D.21s of 1-V-2.LvR ready to scramble. Normally based at Eindhoven Airfield, the 1-V-2.LvR squadron was withdrawn to Ypenburg Airfield near The Hague just before the invasion began. Because Ypenburg was a primary target of the German airborne assault forces the first morning, it was heavily attacked and the unit was virtually wiped out, only one aircraft surviving to join the Combined JaVA later that day. Note the two G.1 Jachtkruisers in the background to the left. (Thijs Postma Collection)

G. Three Fokker D.21s of the 3e JaVA on alert at Soesterberg Airfield in October 1939. While awaiting its new twin-engine G.1 fighters, 3.JaVA was initially assigned D.21s and was forward based at Soesterberg early in the Neutrality Period. This unit was withdrawn to Waalhaven during the 'November Alarm' of 1939 and remained there to complete the transition to the new G.1s. (Official Luchtmachtfoto graaf via Johan Schuurman)

H. Five pilots of 3e JaVA with G.1 #319 at Waalhaven Airfield. Second from the right is Sgt Maj J.J. Buwalda who took off from Waalhaven amidst the Luftwaffe bombing attack to shoot down a Do 215 reconnaissance aircraft and an He 111 bomber before falling to the guns of escorting Bf 109Es (he survived the crash-landing with some injuries). Note the 'Running Duck' squadron emblem of 3.JaVA on the nose of the G.1. This aircraft was lost on its first combat sortie when 2Lt J. van der Jagt, who scrambled without his rear gunner, was shot down by Bf 109Es and crashed into the Maas River, killing the pilot. (Frits Gerdessen Collection)

I. Five pilots of the temporary unit Det II-1.LvR at Soesterberg Airfield in the winter of 1939-40. Det II-1.LvR was formed from the

3.JaVA pilots who were not selected to transition to the new Fokker G.1. These men and the unit's D.21s returned to Soesterberg following the 'November Alarm' provide forward air defense coverage while their parent trained on the G.1 at Waalhaven. It was dissolved at the end of February 1940 and the aircraft and pilots were reassigned to other D.21-equipped units. The pilots pictured are (left to right): 2Lt. F.C. Bik, 2Lt J.C. 'Hans' Plesman, Sgt J. van Zuijlen, Sgt G. Burger, and Sgt B. de Geus. The D.21 did not have any cockpit heating available, making the job of these pilots miserable in the harsh winter of the Neutrality Period. (Thijs Postma Collection)

J. Two Fokker G.1s (#317 and #325) being refueled on the parking platform at Bergen Airfield. On May 10th, #317 was in maintenance at Bergen and was destroyed in Hangar 5. Aircraft #325 was lightly damaged in the initial Luftwaffe attacks and flew its first combat mission the next day, strafing German transports at Waalhaven. It flew three more combat sorties the following day. However, on the third a ground attack mission against German forces assaulting the Grebbe Line it was badly damaged by flak, the rear gunner was wounded and the fuel tanks punctured, resulting in fuel vapors in the cockpit. 1Lt T.H. Leegstra landed the aircraft at Soesterberg where it was written off. (Johan Schuurman Collection)

K. The parking platform at Bergen Airfield at 0700 hours on 10 May 1940. Note how tightly packed the three rows of 4.JaVA G.1s are parked, making perfect targets for the attacking Luftwaffe bombers and fighters. The debris in the foreground is from bomb explosions that wrecked the hangars behind and to the right of where the photographer is standing. Note that G.1 #318 has damage visible to its right rudder. This aircraft was repaired by May 12th and flew a ground mission the next day, but was badly damaged by flak. It was abandoned, in damaged condition, at Bergen. (Johan Schuurman Collection)

L. Eight aircrewmembers of 4e JaVA with a Fokker G.1 at Bergen Airfield on September 2nd, 1939. They are (left to right) G.H. Salomé, D. de Koning, P.H. Wildschut, Capt T. Lamers (Commander), Krien Taconis, 1Lt Corstiaan de Wijs, 1Lt Herman Dill, and P.H. Jsseling (?). Those listed without rank were reassigned to other units by May 1940. Note the differences in uniforms. (Johan Schuurman Collection)

M. Four aircrewmembers with G.1 #331 at Bergen. This aircraft was damaged beyond repair in the initial Luftwaffe attacks and was later burned where it sat. Note the misty weather conditions, necessitating the wearing of the long leather trench/rain coat to keep the dampness out. The wetness of the field at Bergen resulted in the G.1s of 4.JaVA being parked on the concrete platform, making them attractive targets for attacking Luftwaffe bombers and fighters. (Johan Schuurman Collection)

N. G.1 #306 at Bergen. (This aircraft was lost in a mid-air collision with a D.21 [#234 survived with minor damage] on 6 Jan 1940, both crewmen parachuted to safety.) This fine study shows the contrasting camouflage patterns of the early series (#300 thru #317) and the later ones (#318 thru #335) as shown by

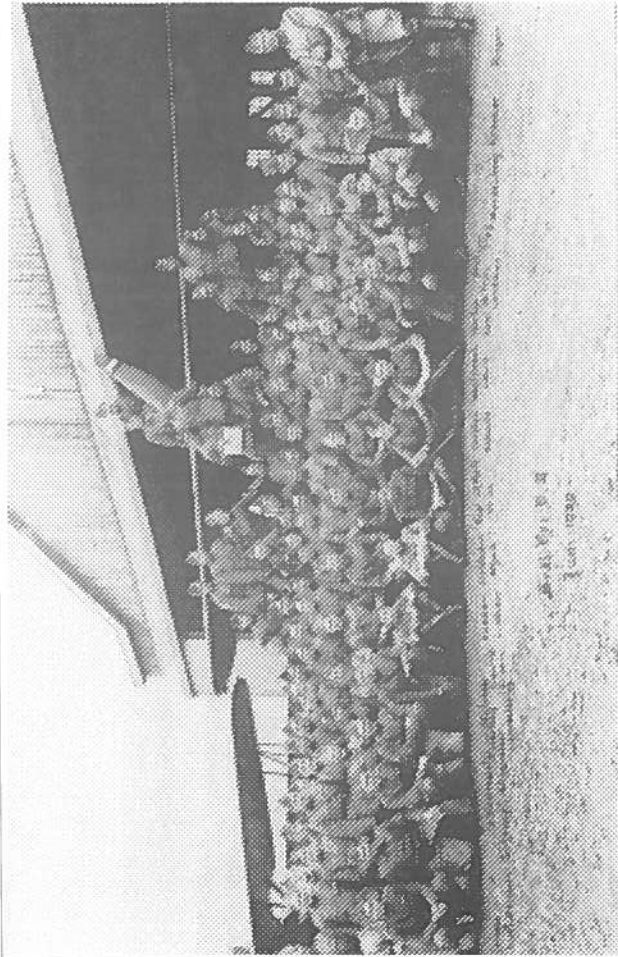
#331 in the previous photo. In the Dutch camouflage pattern the dark brown portions remained generally the same in both series, with the green and sand colored areas reversed, as seen by comparing these two aircraft/photos. (Johan Schuurman Collection)

O. Air Raid Alarm!!! At the sound of the air raid siren the ground and air crewmembers of this hastily camouflaged G.1 head for shelter, looking to the east for incoming German aircraft. Note the rudimentary camouflage of the aircraft using netting, saplings cut from the sparse foliage around the airfield, and canvas covers over the intentionally prominent orange wing, fuselage, and rudder markings. This photograph was taken at Bergen during one of the later Luftwaffe air raids, after the G.1s surviving the initial attack had been dispersed around the airfield. (Johan Schuurman Collection)

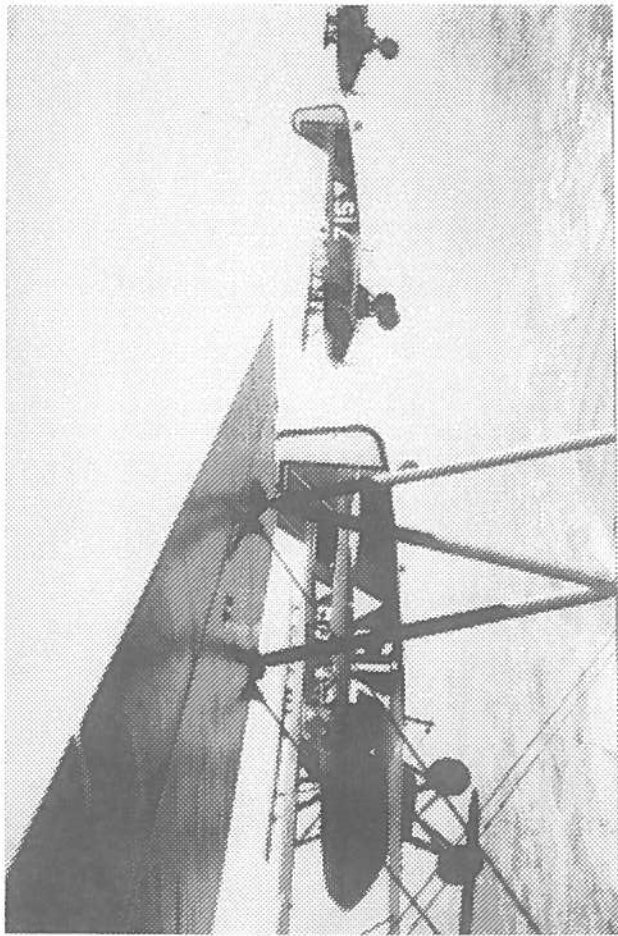
P. T.5 bomber #850 at Schiphol Airfield. While not representative of the Meidagen combat period (note the red-white-and-blue Peacetime Markings), this photo shows the camouflage pattern of the T.5 (#850 thru #857) to good effect. In fact this is the prototype/first production T.5 wearing the newly proposed three-color LVA camouflage scheme applied at the Fokker factory. It was flown to Soesterberg on 15 February 1938 for inspection by LtCol Van Heyst, Commander of the LVA, and Col Van Roijen, Director of the LVB (Aviation Depot). While the camouflage scheme was approved, they decided to use white instead of black aircraft numerals. Aircraft #850 had a short, but distinguished, combat career, shooting down one He 111 (by 2Lt P.H. Wildschut) on its first sortie. It flew two more missions the next day and on the second one was shot down by Bf 110s while attacking the Maas Bridges at Rotterdam. In that battle, tail gunner Pvt J. Wijnstra was credited with shooting down one of the attackers. He, commander 1Lt G.F. Verhage, and pilot 2Lt J.J. Mulder survived the engagement.

Q. A Fokker C.5d (#630) in happier times. This C.5d was a 'two-stick' trainer assigned to the Advanced Flying School at Haamstede. Early morning on May 11th, the base was attacked and this aircraft, along with almost all others, was destroyed. Note the extended exhaust pipes which are diverted down beneath the lower wing. This was to mask the engine exhaust plume for night flying, enabling the pilots to see as best they could without being blinded by the exhaust flashes from the Rolls Royce Kestrel engine.

R. Fokker C.5d #598 at Soesterberg Airfield, October 1939. The sesquiplane layout of the C.5d design is readily apparent from this view. This aircraft was assigned to II-2.LvR, which was withdrawn to Ypenburg just prior to the Nazi invasion, and was trapped and lost there. Once the central Dutch air base, Soesterberg was abandoned by its normally assigned units because of its exposed location. Nevertheless, it was still used as a forward operating base for ground attack missions flown against the German forces advancing towards the Grebbe Line. In the later days of 'Meidagen' C.5d, C.10s, and D.17s would stage through or recover into Soesterberg during many of these tense attack missions.



A



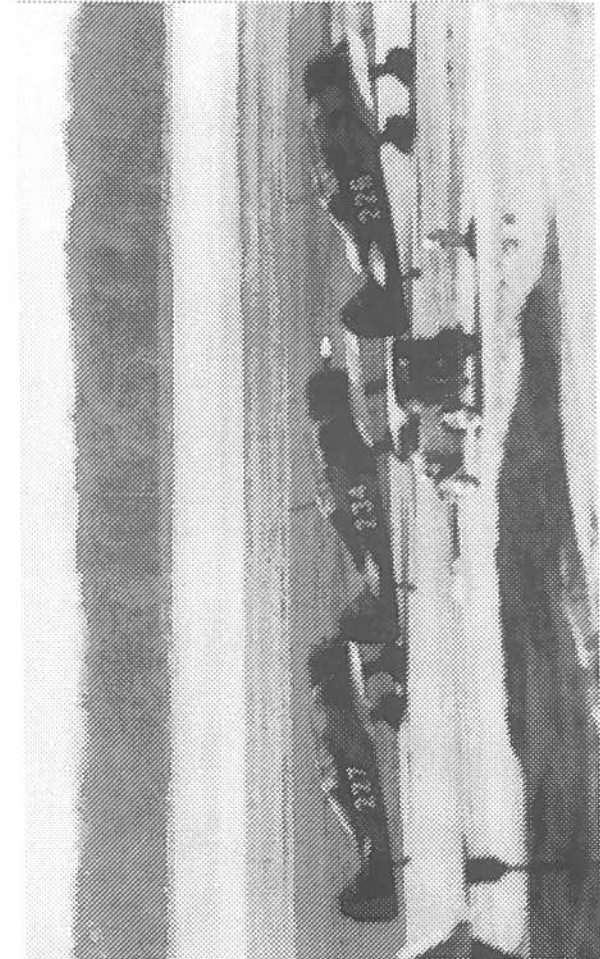
B



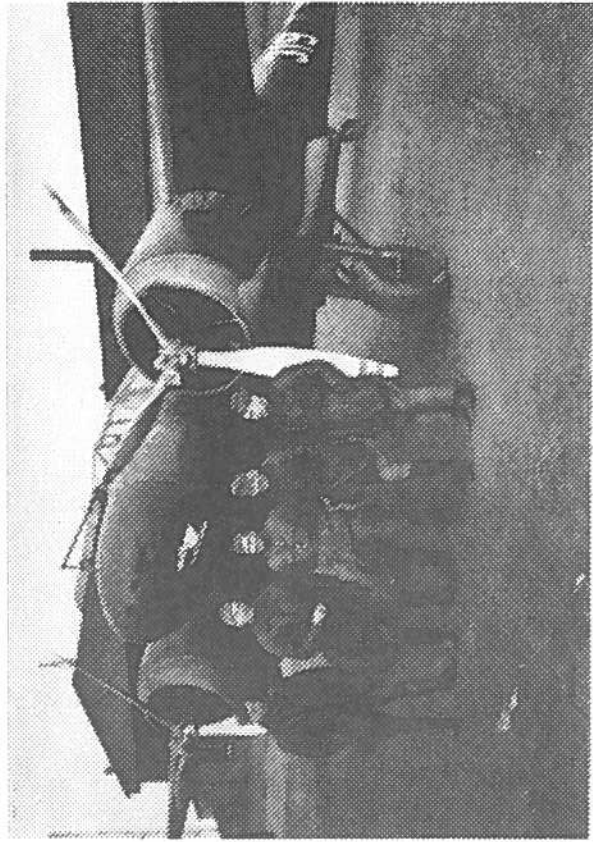
C



D

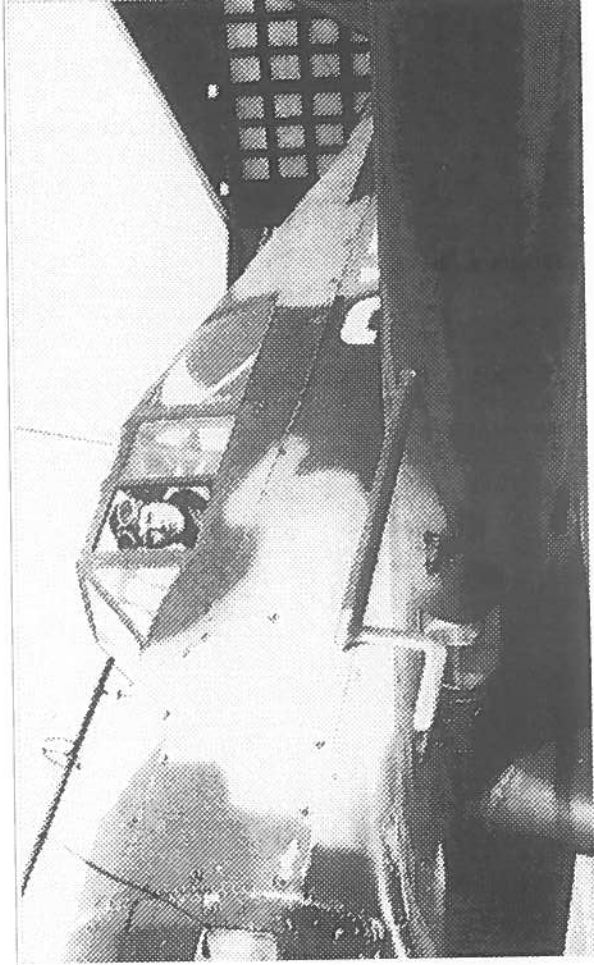


G

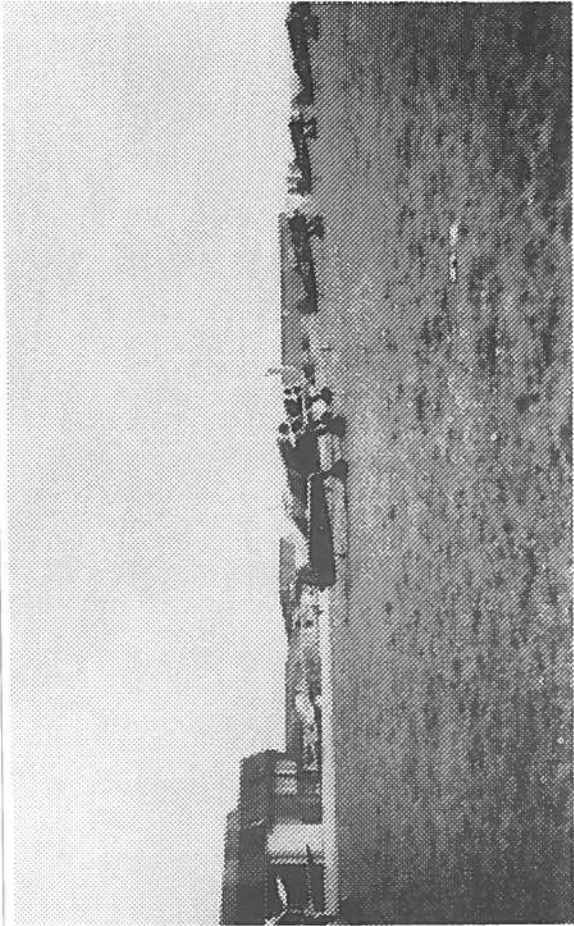


H

F



E



Mexican Bell 205 A-1 Helicopters

Roberto Vargas C.

Mexican Air Force

During the 1960s, a series of natural catastrophes in the form of hurricanes and floods hit Mexico. In response to these emergencies, the Mexican Air Force (MAF) faced up to the necessity of having a squadron of helicopters for search and rescue operations. Therefore, in 1971 the High Command decided to transform Squadron 209 into a unit devoted to search and rescue and they ordered a technical study to determine the type of helicopter best suitable to the needs of the country. In 1972 the decision was made to acquire the Bell 205 A-1 and the Bell plant in Fort Worth, Texas, was contacted with the intention of buying five helicopters. At the beginning of 1972, Mexican Air Force personnel were sent to Fort Worth to receive training in flight and maintenance procedures. On 14 March 1973, these crews brought four Bell 205 A-1s to Santa Lucia Air Force Base. These machines were registered HBR-1151, 1152, 1153, and 1155. The fifth helicopter arrived on 2 April and was given registration HBR-1154. All five helicopters were assigned to the Escuadron Aero de Búsqueda y Rescate 209 (Aerial Squadron for Search and Rescue 209). During more than twenty years of service, each of these helicopters performed many mission for the MAF.

In 2000, only one Bell 205 A-1 remained in service with the Air Force: HNR-1153 stationed with the Helicopter Training Center at Zapopan Air Force Base situated in the state of Jalisco.

Naval Aviation

In 1978, Naval Aviation accepted two Bell HU-1H (205) helicopters. These were assigned to the Search and Rescue Squadron located at the Maritime Aerial Base of Las Bajadas, Veracruz. These machines were registered HMR-139 and HMR-140. By February 1980 both 205s were transferred to the 4th Aeromaritime Squadron situated at La Paz, Baja California. They were in service with this squadron until 1987 when they were both withdrawn from service.

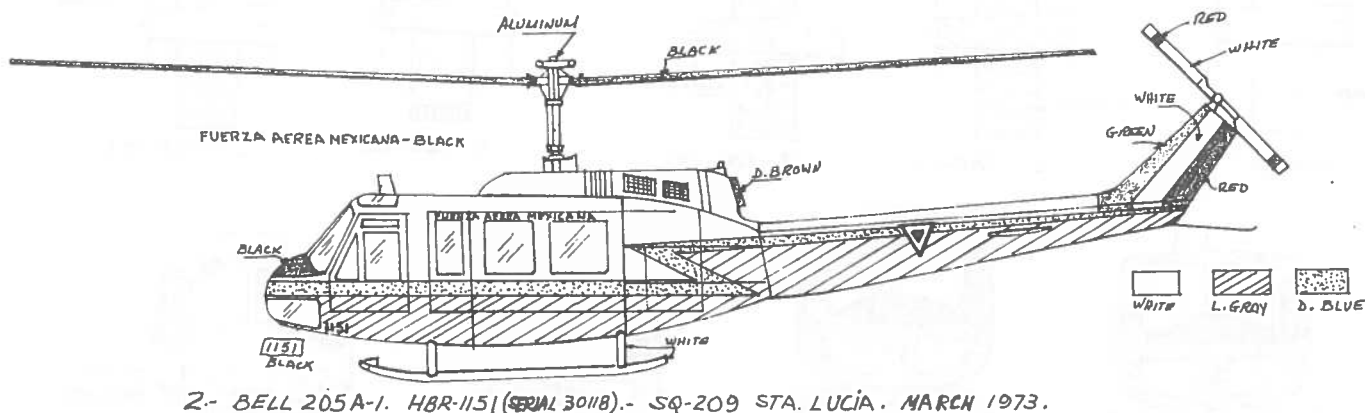
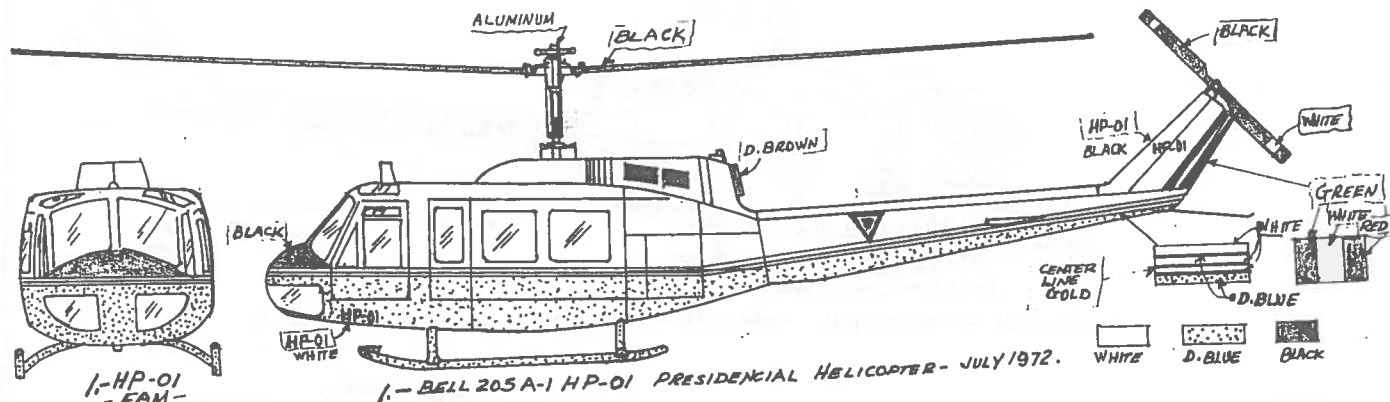
Presidential Air Service

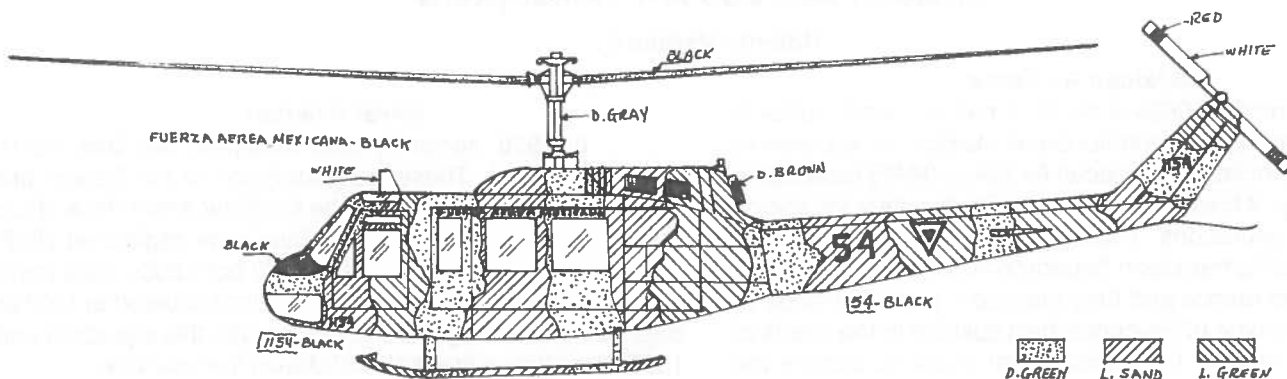
This nit, dedicated to presidential air transport, received one Bell 205 A-1 helicopter in 1972. This machine was registered HP-01 and was assigned to the presidential hangar located at Mexico City's International Airport.

References

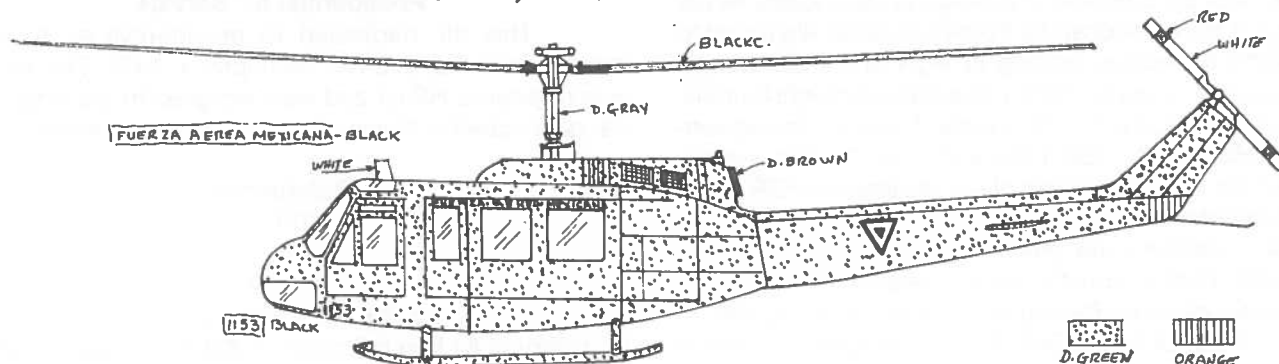
1. Mexican Air Force files 1973.
2. Naval Aviation files 1979.
3. Army & Air Force Magazine 1973
4. Bell 205 A-1 files (MAF and NAVAL).
5. History of Air Force Squadron 209, R. Vargas C., 1973.

Roberto Vargas C. (SAFCH #386), Apartado Postal COP-081, Av. Pacifico 296, Coyoacan 04331, Mexico, D.F.

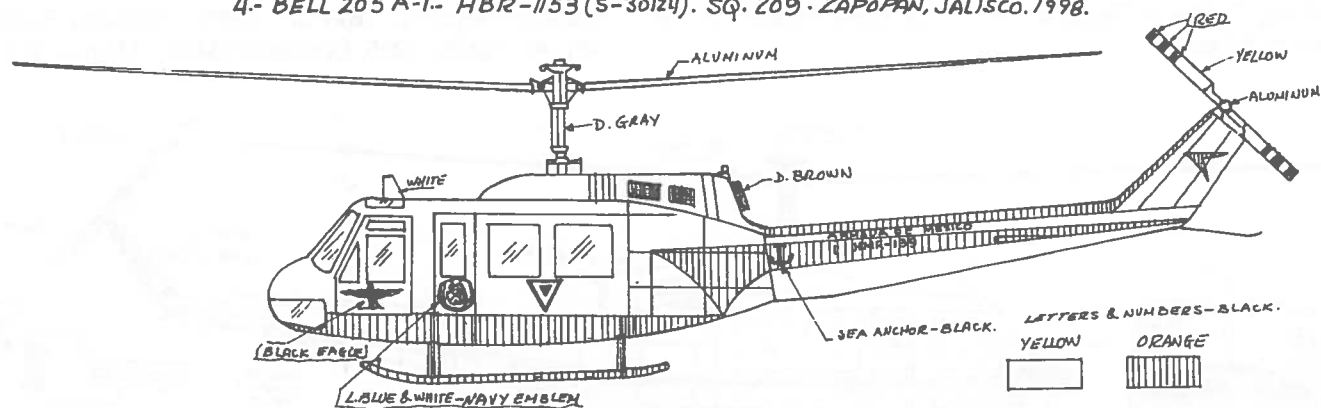




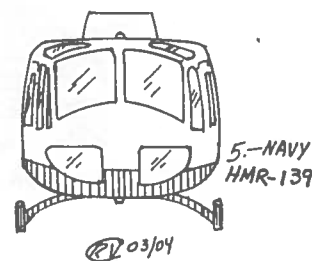
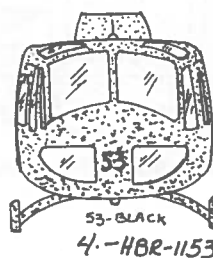
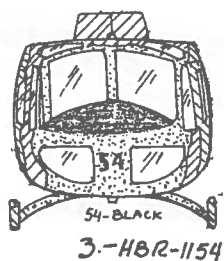
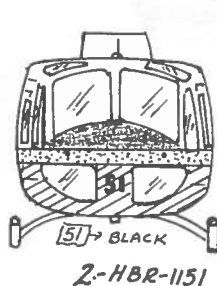
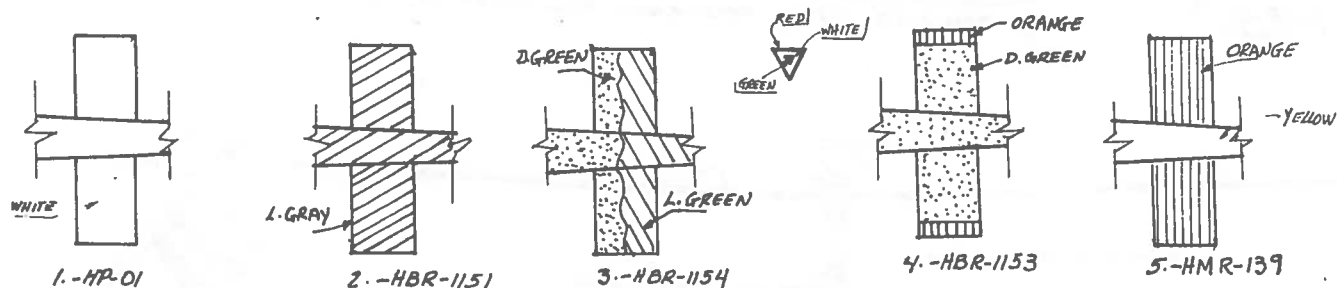
3- BELL 205A-1 HBR-1154(S.30125). SQ-209 STA LUCIA - SEP. 1982.



4- BELL 205A-1- HBR-1153(S-30124). SQ. 209. ZAPOCAN, JALISCO. 1998.



5- BELL UH-1H(205A-1) - HMR-139 - NAVY AIR SQ. 42 - MEXICO DF. FEB. 1980.



Romanian Squadrons over Hungary (1919)

Prof. Valeriu Avram

[Editor's note: This article first appeared in The Romanian magazine Aeronautica, #4 1993. This translation was graciously approved by the author and the editors of Aeronautica. Publication of this article in English would not have been possible without the contributions of Brig Gen (ret) Ioan Belea who provided the English version. Many thanks for his work in making this possible.]

After the Karolyi Government in Hungary resigned and the Communist Regime was set up on 8/21 March 1919, tensions between the so-called Hungarian Republic of the Councils and Romania escalated. Bela Kun, the leader of the new Government and commissar for foreign affairs, did not accept the recommendations of the Paris Peace Conference [See Translator's Note 1 at the end of this article.] and declared a general mobilization. The Communist Government leaders had declared many times that they would "extend the domination of the proletariat over the whole Hungarian territory, using armed force".(1) By the "whole Hungarian territory" they meant all the territories where the people had recently exercised their right for self-determination. [Translator's note: Transylvania, now a part of Romania was among these territories.] The Government of the Hungarian Republic of the Councils ordered 38 Hungarian Infantry Division to regroup forces for an attack in the direction of Dej.(2) [Translator's note: Dej is a city in north-western Transylvania.]

One March 23rd 1919, the Romanian Military Attaché in Belgrade, Major C. Dumitriu, sent a telegram to the General Headquarters of the Romanian Armed Forces, "The information about Hungary's invasion of Romania was transmitted to me by the Chief of the General Staff of the French Armed Forces, who had found about it from an intercepted conversation between Bela Kun and Lenin.(3) The Chief of the Serbian Armed Forces General Staff informed me yesterday (March 22nd) that even though the war declared by the Communist Government in Budapest was addressed to all neighboring countries on which Hungary had a territorial claim, the war is primarily aimed at Romania." In response, the General Headquarters of the Romanian Armed Forces took measures to increase the combat capability of the troops located in Transylvania, especially the aviation units located there.

What was the situation of Romanian Air Forces in early 1919? Were they able to fulfill their missions? The situation of the Romanian Air Forces can be seen clearly from Report 981/26 January 1919 that General Constantin Gavanescu, Commander of Aeronautics at the General Headquarters of the Romanian Armed Forces, sent to the Ministry of War. In early 1917, the Romanian Air Forces had 11 Squadrons with 118 aircraft.(4) However, on 25 March 1919, Aviation Corp had only 18 reconnaissance aircraft with 68 pilots and observers and 25 fighters (Nieuport 11, 17, and 23) with 28 pilots.(5) Among the serviceable reconnaissance aircraft, only the Sopwith 1-1/2 Strutters were capable of carrying out reconnaissance and bombing missions. All the Farmen F40 were time expired and unfit for service. Fighter Aviation had almost the same problems. The Nieuport 11, 17 and 23 had few spare parts. Some relief was provided when

the Aviation Corp brought eight Nieuport 23 and one Spad S.VII out from General Reserve.(6) However, the small number of aircraft in service was not able to fulfill the large number of tasks required of the Air Forces. General Gavanescu's report concluded: "The situation of the Romanian Air Forces is totally unsatisfactory" and he asked Ministry of War to solve this matter of greatest importance by importing more aircraft from France, UK, and Italy.

Combat Missions with Peacetime Equipment

To provide the missions required by the Transylvania Headquarters, on 1 January 1919, the General Headquarters of the Romanian Armed Forces established the 5th Aviation Group. This unit, lead by Major Pilot Athanase Enescu, had two reconnaissance squadrons and a fighter squadron. According to the principles of the time, every ground division had to have at least one reconnaissance squadron. In early 1919, the Transylvania Headquarters had four ground divisions. This proportion was further reduced when two new infantry divisions were formed.

In February 1919, the 5th Aviation Group with headquarters at Sibiu (7) had the following organization:

2nd Sopwith Squadron (S2): One aircraft at Sibiu and two at Tecuci). [Translator's note: Tecuci is a city in north-east Romania]

7th Nieuport Squadron (N7) Three aircraft at Sibiu and one in Tecuci).

A repairing subunit.

12th Squadron located in Gherla [Translator's note: Gherla is a city in northern Transylvania] (one Farmen F40, one Sopwith Strutter at Sibiu and two at Roman). [Translator's note: Roman is a city in central Moldavia] This squadron was subordinated to the 3rd Aviation Corp located at Roman. (8) Originally, it operated independently, but later it was subordinated to the 5th Aviation Group.(9)

The General Headquarters of the Romanian Armed Forces, by Order 2397/16 February 1919, decided to increase the 5th Aviation Corps by sending to Sibiu 75 gunners and mechanics. Two fighter pilots from the 2nd Aviation Group and two retiring observers were also detached to the 5th Aviation Corps.(10)

On 18 February 1919, to increase the 5th Group combat aircraft, General Henri Cihovski ordered seven reconnaissance aircraft (four from Tecuci and three from Iasi), three fighters (two from Barlad and one from Iasi), and a wagon load of aviation bombs be sent to the 5th Group.(11) At the same time, the General Headquarters of the Romanian Armed Forces decided to send the 5th Aviation Group two meteorological companies and two meteorological balloons. Each of these companies had 3-4 officers and 120 soldiers. (12)

Military operations between Hungarian Red Troupes and Romanian Army started during the night of 15/16 April 1919. The commander of all Romanian troupes located in Transylvania was General Gheorghe Mardaescu.

The 5th Group's reconnaissance units were assigned as follows:

S2 Squadron was allocated to the South Army Group

and directly subordinated to General Mardarescu. South Army Group consisted of the 1st and 2nd Mountain Divisions and the 16th and 17th Infantry Divisions.

S12 Squadron was allocated to the 6th and 7th Infantry Divisions on the front line.(13)

According to the 2nd Intelligence Office of the General Headquarters of the Romanian Armed Forces:

The Hungarian Red Air Forces had two fighter groups with 18 aircraft each against two Romanian squadrons.(14)

Two Hungarian aviation plants were working for the Air Force.

The Hungarians had just built a new airfield at Bekescsaba.

The Hungarian Red Government had published a decree requiring the "Recruiting all air force personnel into the Communist Army".

The 5th Aviation Group's operations started on 16 April 1919.

The crews of a Sopwith Strutter #6012 and Nieuport #4019 carried out reconnaissance missions in the area of Ciucea-Oradea [Translator's note: on the north-west Romanian-Hungarian border], dropping leaflets and taking photos of Hungarian troop movements.(15)

The crew of a reconnaissance aircraft from N7 Squadron, composed of Lieutenant Pilot Grecu Nistor and Lieutenant Observer Sfetescu Dumitru, carried out a reconnaissance mission over the Crisu Valley, marking on a map the movements of the Hungarian troops. They identified Hungarian troops in Kovos Topa and Nagy Borod. These Hungarians fired on the Romania aircraft.

The next day, at 0720 hours in the morning, Lieutenant Pilot Bucur Stan and Lieutenant Observer Vladislav Corneliu carried out a reconnaissance mission on the line Arad-Kostos-Kesegyhaza-Bekescsaba-Boros Gyula-Boros Jevo. They discovered a lot of moving troops, especially in Bekescsaba and Naghysalonta.(16)

On 20 April 1919, Sopwith #5090 flown by 1st Lieutenant Barbulescu Simion had engine troubles and he had to make an emergency landing behind enemy lines. He destroyed his aircraft and succeeded in returning to his squadron after 3 days.(17)

In the meantime, the ground offensive was going well for the Romanians. On April 23rd, Debretsen was occupied and on April 27th Nyiregyhaza. On 1 May 1919, Romanian Forces reached the Tisa River.

On May 3rd 1919, a ceasing fire was declared. The terms of the Armistice Convention stipulated:

1. Hostilities between Hungary and Romania would stop after the signing the Convention by the authorized representatives of both parties.

2. Hungary would demobilize all its troops engaged in the operations against Romania. Romania would evacuate all Hungarian territory located beyond the frontiers established by the Peace Conference. [See Translator's Note 2.] If the Hungarian Government does not fulfill its obligations, the Romanian armed forces would restart operations.

This Convention was signed by Romanian General Constantin Presan and Hungarian Colonel Semis Werth.(18)

Reconnaissance Missions and Air-to-Air Combat

After the Armistice Convention was signed, an escalation by the Hungarian Red Aviation was noticed. The Romanian Air Forces also went on with their flights.

8 May 1919: Lt Pilot Grecu Nistor and Lt Observer Steflea of N7 Squadron took photographs of the Szolnok railway station and railway bridge. The troops at the Szolnok railway station opened fire on the Romanian aircraft. The Romanian crew responded with machine gun fire of their own.(19)

The crews of S12 Squadron carried out many missions in support of the ground troupes.

Lt Hiemeschi Carol carried out several reconnaissance and bombing missions against Hungarian troops. During one mission over Dios-Gyor, He went on carrying out the mission of bombing and firing at the targets, even after he became the target for the Hungarian anti artillery. According to Decree 2189/6 of June 1919, Lt Hiemeschi Carol was decorated with the "Star of Romania with Swords with the rank of Knight".

16 May 1919: First Sergeant Pilot Constantin Popa and 1st Lt Constantin Motas took photos and fired on enemy troops in the Jossarhaly-Novesto area.(20) Their aircraft was badly hit over Temke and Belenyes railway stations by Hungarian antiaircraft artillery.

A Nieuport, #5027, piloted by 1st Sergeant Alexandru Matache, was badly hit and during the return flight he successfully force-landed very close to the front line. The crew was captured by the Red Army and taken prisoner. They were liberated after the end of war.

S2 Squadron flew a mission over Solnok on 15 May 1919. Lt Pilot Ion Sava fired on a column of Hungarian troops moving towards Abony.(21) It is interesting that this pilot had formerly served in the Austro-Hungarian army.

On 19 May 1919, Lt Pilot Ion Sava and his observer Vlad carried out a reconnaissance mission over Csegled-Kesekemet-Csongrad. Over the Abony railway station, the crew met an enemy biplane at Torksmiklos, north-west of the Tisa River. A dogfight took place over Yasz-Bareny and the Hungarian aircraft was shot down and crashed near Zagya.(22)

By the end of May 1919, the 5th Aviation Group consisted of:

S2 Squadron (Commander Capt. Ioan Penes): two Sopwith Strutter (#5089 and #8761). one Nieuport #5037) was in for repairs. Nieuport #5027 (piloted by First Sergeant Matache Alexandru) made an emergency landing and was captured by the enemy. As a result, S2 Squadron had only 2 serviceable aircraft.(23)

S7 Squadron (commander Lt Pilot Ion Rascanu): four serviceable Nieuport (#3272, #4019, #4026, and #5046) and one Sopwith Strutter (#6012). This unit had the largest number of serviceable aircraft.(24)

S12 Squadron (commander 1st Lt Aurel Manoiu): one Sopwith Strutter (#6004) and one Nieuport (#5075), both serviceable. One Sopwith Strutter (#5075) was undergoing repairs and a second was damaged by 1st Lt Barbulescu Simion (25) during a mission on 20 April 1919.

Squadron-depot had as reserve one Farman F40 (#2780), one Sopwith Strutter (#5081), both serviceable, and

one Sopwith Strutter (#5080) undergoing repairs.(26) This squadron first used captured aircraft. On 25 May 1919, there were in this squadron: one Ufag Cl (161.156) powered by a Hiero engine (#3504) serviceable, and one reconnaissance and light bomber LVG (778.118). Later this latter aircraft was sent to N7 Squadron.(27)

On 26 May 1919, Aeronautics Headquarters reported to the General Headquarters of the Romanian Armed Forces Operation Department that, near Debretsen, two Fokkers, four Ufag Cl, and one Brandenburg were found. These had been abandoned by enemy.(28) On June 1 1919, the General Headquarters of the Romanian Armed Forces decided S2 and S12 Squadrons, located in Bekescsaba and Debretsen [Translator's note: located in Hungary] were to operate with the South and North Army Groups. These squadrons were to be enforced with new aircraft so that each would have at least 5-6 combat aircraft (3-4 reconnaissance aircraft and 2 fighters).(29)

7 Squadron, located at Oradea Mare [Translator's note: in Romania on the Romanian-Hungarian border] had to fulfill missions for the 1st, 2nd. and 6th Mountain Divisions.

During June 1919, reconnaissance missions intensified.

5 June 1919: Lt Pilot Barbulescu Simion and Lt Observer Himeschi Carol from S12 Squadron between 1650-1910 hours carried out a photo mission in the Tokay area. Over the Hajdu Hadhaz area, they were attacked by an Hungarian aircraft. After an intense exchange of fire, the enemy ceased the dogfight.

12 June 1919: Lt Pilot Bucur Stan and Navy Lt Observer Hurmuzescu Mihail during a reconnaissance mission on a captured Ufag Cl 161.156 (30) were attacked by two Hungarian Fokker D.V11 fighters piloted by Ujvary Laszlo and Keisz Geza. The Romanian aircraft was shot down and crashed.(31)

The 5th Air Group lost four aircraft in the period 1-12 June 1919: two Sopwith were damaged, one Nieuport was captured by the enemy, and one Ufag C.I, which had been captured from enemy, was damaged.

Because of the lack of aircraft, 5th Group reported to the General Headquarters that "we are not able to carry out reconnaissance missions and to counter the enemy's aircraft which has become more and more courageous and numerous".(32)

The Hungarian Red Aviation had greatly increased its force in June and July 1919. The Romanian Military Attaché in Belgrade, Major C. Dumitriu, reported to the General Headquarters of the Romanian Armed Forces that the Hungary Air Forces had eight squadrons, each with six aircraft. The Commander of the Hungarian Air Forces was General Samuelli and his deputies were Col Petroczi and Capt Steiner.(33) According to information reported by Major C. Dumitriu:

The Hungarian has three squadrons at Gyor, Keskemet, and Losoncz. and four squadrons at Budapest including two fighter squadrons. (34)

Reconnaissance aircraft in use were the Brandenburg and Ufag C.I types and fighters were of the Berg and Fokker types.

Aviation plants in Budapest, Aszod, and Albertfalva were able to produce about 10 planes per month.

Hungarian Air Forces had a Training School at Szom-

bately.

Transylvania Headquarters requested many times that the General Headquarters of the Romanian Armed Forces re-enforce the 5th Aviation Group. They asked that the Group be sent at least seven aircraft (four reconnaissance aircraft and three fighters). Transylvania Headquarters also asked the General Headquarters to finalize negotiation with the French Danube Army for getting 20 new aircraft promised by the French.(35).

Transylvania Headquarters had by the end of June 1919:

S2 Squadron: One Sopwith Strutter (#8761) equipped with two Lewis machine guns), one Nieuport (#4026) with one Lewis and one Vickers machine guns), one LVG undergoing repairs. Ufag C.I 161.156 was damaged during a dogfight.

N7 Squadron: One Nieuport (#4019) equipped with two machine guns), one LVG (#7791), one Brandenburg C.I (169.192) undergoing repairs, and one Ufag C.I 161.155 (since 1st of July). One Nieuport (#3672) was out of service.

S12 Squadron: One Sopwith (#5089) equipped with two machine guns, one Sopwith (#6004), and one Nieuport (#3024) undergoing repairs.(36)

Squadron-Depot: One Fokker D.VII (#7606), one Sopwith (#5081) undergoing repairs, and one Ufag C.I (161.158), One Brandenburg (169.185) could not be repaired because of the lack of spare parts.

The engines of the captured aircraft were so worn-out that they could not be repaired. Of the captured aircraft, only one LVG, one Fokker, two Ufag C.I, and one Brandenburg were able to fly combat missions.

The Hungarian Red Ground Forces started their general offensive on 20 July 1919.(37) The Romanian Army retreated to the west until 24 July. Then, on 25 July, Romanian Forces counter-attacked along the entire front. The Hungarian Armies retreated to west of the Tisa River. On the day the counter-offense began, the 5th Aviation Group had seven reconnaissance aircraft and 10 fighters.(38) Of these, eight were captured aircraft repaired by the Romanian mechanics and three were aircraft that had made emergency landings over Romanian front line. (39)

Taking into account the developing offensive of Romanian Forces, General Prezan ordered the 5th Squadron Commander to send to Debretzen (40) and to put at the disposal of Maneuvering Group Commander one Ufag C.I and one Nieuport. He also directed B2 Squadron (former S2 Squadron) to send one Sopwith. After that, two Breguet 14 bombers (12.40 and 12.555) were sent. In addition, from their permanent location in Galatzi [Translator's note: a city in southern Moldavia] eight Breguet 14 were sent.(41) However, because of bad weather and the lack of experience by the Romanian pilots in operating these aircraft, six of these Breguets were seriously damaged during emergency landings.

Meanwhile, military operations on the Tisa River were going bad for Hungarian Red Army. On 28 July 1919, Romanian units crossed the Tisa River under the cover of aircraft from N7 and B2.(42)

Lt Iosif Racasanu flying Nieuport # 3672 carried out a reconnaissance mission over Kis-Kor-Szt-Miklos-Heves-Tisza, dropping leaflets on Erdotelik and Komilo. "Over

Kotilik, Hungarian Antiaircraft artillery fired five rounds at my aircraft and I was obliged to change the route and to stop the reconnaissance mission" the pilot reported to the Group Commander.(43)

According to the General Mardarescu's Order #25/4 August 1919, General Demetrecu's Army Group was dissolved. S12 Squadron was ordered to replace N7 Squadron in General Mosoiu's Army Group and was directly subordinated to the Transylvania Ground Troops Headquarters. (44) S12 Squadron had at that time one Sopwith (flown by Lt Ciulei) and three Nieuport aircraft flown by 1st Lts Magilea, Alimanescu, and 1st Sergeant Ghitescu.

N7 Squadron had 1 Nieuport flown by 1st Lt Steflea and Lt Observer Barbulescu.

On the night of 3/4 August 1919, Romanian troops entered Budapest bringing an end to military operations in Hungary. (45)

Aircraft Captured by the Romanian Army

The 5th Aviation Group started using captured Ufag C.I and LVG at the end of May 1919. The question of how many aircraft were captured by Romanian Forces during the military operations in Hungary in 1919 has been much debated. Could the Romanians captured about 700 aircraft, as it has been claimed, even if a lot of them were worn-out or unserviceable? Hungarian historians Nagyvaradi Sandor, A. Szabo Miklos, and Winkler Laszlo (46) claim that "such a large number of aircraft were captured that the Romanian Air Force would have been among the biggest in Europe at that time." We will try to answer this question using original archive documents we had at our disposal.

As a result of studying many documents belonging to the General Headquarters of the Romanian Armed Forces, and especially those about war material captured by Romanian Army during the 1919 campaign, we can say that 150 aircraft of different type were captured by the Romanian Armed Forces.(47) Eighty of these were badly worn out, but were made operational after repairs. The rest were only parts or they were so badly damaged they could not be repaired. Captured aircraft include: 22 Brandenburg (49), 20 Ufag C.I (50), 11 LVG (51), 34 Fokker (52), 16 Berg (53), 4 Phoenix (54), and some seaplanes (55). In addition, 260 engines were captured and sent for repair in Romania at Arad.(56) [Translator's note: Arad is a city western Romania]

About the Anatra-Anasal aircraft the Hungarian historians talk about: According to above mentioned documents, there were a few Anatra aircraft in the Romanian Air Force, but these aircraft were not captured but were provided by the Russian Army (57) during their common campaign in the first part of the First World War. On 22nd September 1919, the General Reserve of Romanian Air Force in Iasi got a Warschalamsky (58) Austrian aircraft. Its origin is unknown.

On 14th November, 1919 the Budapest representative of the Austrian company STERZOG made an offer to the Romanian Government of aircraft and engines for 16 million lei (Romanian Currency). Among these were: Berg (59) and LVG aircraft, and Hiero and Austro-Daimler engines of 230 and 240 hp. The Romanian government started negotiations, but refused the offer because of the high price. At the same time, the Lloyd company offered fighters.(60) Again, the contract was not signed because of the high price.

Responding to the shortage of military aircraft, the Ministry of War authorized Capt Pilot Mihail Savu to carry on negotiations with France.(61) France sold Romania 101 Spad XIII, 15 Nieuport 23, and five Caudron G3 at a good price. On 11 August 1920, the aircraft were sent to Romania by ship. (62)

Another argument to prove the difficult situation, especially after the 1919 campaign, is a contract signed by Romania with an Austrian company in Vienna. Romania for tires in a contract of 30.000 crowns.(63) On 16th March, 1920, Lt Nicolae Cottache picked up the tires from Vienna.

An Aeronautics Department Report of 24 March 1920 asked the Ministry of War that, "All the Hungarian captured engines be repaired to make serviceable at least 30 aircraft." They also asked that other material necessary for repair work to be bought from Austria and Hungary.(64)

Now about the MAG Plant in Matyasfold, Hungary. According to the documents from archives we can say that only 23 machine tools (common tools like milling machines and drilling machines) representing only 5% of the plant stock, were picked up. This fact is confirmed by an American Mission Report to the USA Government.(65) According to this report, "The manager of the plant thanked the Romanian Air Force commander for not commandeering machines that could immobilize the operation of Car Factory".

There were also among the captured aircraft four Nieuport aircraft:

One Nieuport 28 (The aircraft was sent to Romania by train #27068 wagon MAV #682623) on 12 August 1919).

One Nieuport 23, powered by Le Rhone engine of 120 hp #3025.

One Nieuport 23, powered by Le Rhone engine of 110 hp #6435.

One Nieuport 21 powered by engine # 9781.

The last three aircraft arrived in Romania by train, wagon MAV #68328.

We have to mention that all these aircraft were previously Romanian property. They were a part of 48 aircraft bought by Romania from France in 1918. They were commandeered by Germany in Odessa in August 1918, even though Romania had already concluded peace with the Central Powers. The 48 aircraft were sent to Austrian-Hungarian Empire by Germany.(67) A list of these illegally commandeered aircraft was given to Romanian authorities by a Ukrainian Government representative on the occasion of delivering 11 aircraft to the Romanian Armed forces on 17th May, 1919. All the above mentioned Nieuports (68) were included in that list.

We have to mention another very important fact. On 12 February 1919 there were 43 wagons in the Arad railway station with different materials for the Austrian-Hungarian squadrons located in Arad. This material were requisitioned by the French Army. There are no documents to prove that all this material were given to Romanian Armed Forces.(70)

In the end, we mention the names of former pilots in Austrian-Hungarian Air Forces who served in the Romanian Air Forces: Capt. Dahinten Alfred, Lt Rozstoki Fritz, Lt Toth Francisc, 1st Lt Schwartz Francisc, 1st Sergeant Schmecal Otto, Sergeant Skoda Cyril, Sergeant Porsch Vincentz, and Sergeant West Daniel.(71)

Translator's Note 1: The territorial, political, and economical problems resulting from World War One were addressed during the Paris Peace Conference that began on 18 January 1919. This Conference prepared the treaties that were later signed: Germany in Versailles (28 June 1919). Austria in Saint-Germain en Laye (10 September 1919). and Bulgaria in Nully (27 November 1919). The Treaty of Trianon (4 June 1920) and the Treaty of Sevres (10 August 1920) assigned the territories occupied by the Austro-Hungarian Empire to the Romanians, Serbs, Czechs, and Poles. In reality, Transylvania and Banat (the western part of Romania previously under Austro-Hungarian control) became part of Romania on 1 December 1918 when the Great National Assembly in Alba Iulia (in central Transylvania) declared these two historically Romanian provinces to be part of Romania.

Translator's Note 2: The Armistice Convention probably meant that Romania would evacuate Hungarian territory only after the signing of the Treaty of Trianon. The

Hungarians may have recommenced military operations with the intention of changing the territorial situation before signing the treaty.

Photographs

Unfortunately, the photos that accompanied the original article were unusable. However, a translation of the captions is included here for anyone who has the original article.

1. Col. C. Rujinschi, commander of the air force during the 1919 campaign.
2. A Sopwith Strutter on the Hungarian Front 1919. At the Lewis machine gun is Lt Pilot Emanoil Ionescu, commander of S2 Squadron.
3. An aerial photo that by the crew of Lt Grecu, pilot, and 1st Lt Dumitrescu, observer, in September 1919. [Editor's note: From the appearance of the bridge in the upper right corner of the photo, this is probably a photo of Budapest.]
4. Adjunct Pilot Paul Bruckner, a former pilot with the Austro-Hungarian Armed Forces. Behind him is a Phoenix captured fighter. (Note: "Adjunct" is the highest-ranking NCO in the Romanian Armed Forces.)
5. 1st Lt Pilot Traian Buduroiu in the cockpit of a captured Ufag C.I.

Footnotes

1. Liptai Ervin: Voroskatonok, Elore! A Magyar Voros Hadsseregharcái, 1919, Budapest, 1979, pag.87.
2. Ibidem page 88.
3. Ministry of National Defense (MOD) Archives General Staff Fund 949-Vol. 28, sheet 3.
4. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 28, sheet 3.
5. Ibidem, sheet 6.
6. MOD Archives High Command Fund, Vol 167, sheet 880.
7. MOD Archives - Headquarters of Transylvania Troupes Fund, Vol. 199, sheet 402.
8. MOD Archives General Staff Fund 949-Vol. 2616, sheet 2.
9. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 28, sheet 4.
10. MOD Archives General Staff Fund 949 Vol 2616, sheet 7-8.
11. Ibidem, sheet 9.
12. Ibidem, sheet 110.
13. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 199, sheet 21.
14. Ibidem, sheet 16.
15. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 28, sheet 54.
16. MOD Archives General Staff Fund 949 Vol 2618, sheet 10.
17. MOD Archives General Staff Fund 949 Vol 2616, sheet 10.
18. Ministry of Foreign Affairs Archives, Fund 2 letter UWLIX, Art. 181, period 1921-1922.
19. MOD Archives Headquarters of

- Transylvania Troupes Fund, Vol. 199, sheet 102.
20. MOD Archives High Command Fund, Vol 3070, sheet 361.
21. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 199, sheet 80.
22. Ibidem, Vol 28, sheet 45.
23. MOD Archives High Command Fund, Vol 167, sheet 361.
24. Ibidem, sheet 366.
25. Ibidem.
26. MOD Archives High Command Fund, Vol 3070, sheet 43.
27. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 199, sheet 101.
28. MOD Archives High Command Fund, Vol 167, sheet 362.
29. Ibidem
30. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 28, sheet 36.
31. MOD Archives High Command Fund, Fund 949, Vol 3070, sheet 51.
32. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 199, sheet 149.
33. MOD Archives High Command, Vol 2518, sheet 149.
34. Ibidem.
35. MOD Archives High Command, Fund 949, Vol 3070, sheet 50.
36. MOD Archives High Command, Vol 167, sheet 681.
37. Liptai Ervin, abovementioned work,, pag.273.
38. MOD Archives High Command, Fund 949, Vol 3070, sheet 74.
39. Ibidem.

40. MOD Archives High Command Fund, Vol 2616, sheet 274.
41. Idem, Vol 3070, sheet 74.
42. Idem, Vol. 2612, sheet 100.
43. Ibidem.
44. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 199, sheet 308.
45. Ibidem.
46. See Fejezetek a Magyar katonai repules tortenetebol, Muszaki Konykiado, Budapest, 1986, page. 109-111.
47. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 199, sheet 308.
48. MOD Archives High Command Fund, Vol 3070, sheet 23, Vol. 2616, sheet 122.
49. Brandenburg aircraft: # 169. 182. 169. 185. 169. 192. 169. 200. 169.207. 169.211. 169.213. 169.214. 169.215. 169.216. 169.78. 269.79. 269.83. 269.84. 269.85. 269.87. 269.88. 269.207. 269.211. 269.213. 269.703. 369.211.
50. Ufag C.I aircraft: # 161.149. 161.154. 161.155. 161.156. 161.157. 161.158. 161.179. 161.207. 161.208. 161.209. 161.210. 161.211. 161.212. 161.213. 161253. 35234. 35237. 35243. 161H. 1888.
51. LVG aircraft: # 7601. 7605. 7618. 7620. 7646/18. 7791/18 double-sit). 8904. 9821. 14640. 15844.
52. Fokker aircraft: # 9310. 9311. 9312. 9313. 9314. 9315. 9316. 9317. 9318. 9319. 9320. 9321. 9322. 9323. 9324. 9325. 9326. Fokker DVII-H8 19747. H-7-19476. H6 19745. H5 -

19744. H4 19742. H1- -19630.
53. Berg aircraft: # 34964. 34867.
92104. 92107. 92108. 92110. 92115.
92129. 92136 (crashed by the Hungarian pilot Siegner Ruj during emergency landing). 921154. 92155.
92168. 92169. 92170. 92126.
54. Phonix: # 4903. 4905. 4910. 23332.
55. MOD Archives High Command Fund, Vol 167, sheet 783.
56. Ibidem Vol 2616, sheet 122.
57. MOD Archives High Command Fund, Vol 167, sheet 280 & 347.
58. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 209, sheet 24.
59. Ibidem, sheet 126.
60. MOD Archives High Command Fund. Vol 3594, sheet 14.
61. Romanian History Museum Archives, Manuscript Fund, Dossier 204434 unpagued.
62. Ibidem.
63. MOD Archives High Command Fund. Vol 167, sheet 258.
64. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 209, sheet 398.
65. Idem, Vol 211, sheet 11.
66. Ibidem.
67. MOD Archives Headquarters of Transylvania Troupes Fund, Vol. 28, sheet 3.
68. MOD Archives High Command Fund. Vol 3070, sheet 23.
69. MOD Archives General Staff Fund 949, Vol 2612, sheet 12.
70. Ibidem.
71. Army Monitor magazine issue 43, 20 October 1930, pg 857-959. A part of the captured aircraft was damaged or destroyed.

The Liverpoolian Air Force

John Cochrane

This is the first of hopefully a series on the very small air forces from all corners and all periods of aviation history. First up is associated with my own home city of Liverpool, England, home of a reasonably competent rock band and two average soccer teams. (Hope there are no other Liverpoolians in SAFCH!)

Since the birth of heavier-than-air craft, and in fact for centuries before, there was produced a vast amount of fictional stories about the terrible destruction that would result from the use of aeroplanes in war. From the mid-nineteenth century, some of these were simply to scare the reader, but many were a disguised warning to the entrenched military minds of the day who were still planning the battle of Waterloo. The nations of Europe took this material very much to heart, but their Treasury departments were not so convinced. So the people decided to take a hand. In France and Germany and smaller countries such as Greece and even Bulgaria, Air Leagues were set up to finance the establishment of air forces. Much encouragement was also given to the enthusiasm of private flyers. After all, the first air war - the American Civil War, relied to some extent on private finance, and all the balloonists were private citizens who provided their own equipment, never members of the armed forces. The first campaign to use aircraft, the Italian attack on Libya, was totally financed by public subscription, and again many of the pilots were patriotic civilians.

Britain however lagged behind these ventures. The British Aerial League was founded in 1909 and included such luminaries as H.G. Wells and Rudyard Kipling (who had both written some futuristic aviation stories). It was not a success. The British people still considered that their island status was enough for their protection and they had better things to spend their money on; the idea of civilians taking on the responsibilities of the army and navy were anathema to the War Office of the day. In fact, the reports published by the League recommending a militia type flying corps were totally ignored.

The city of Liverpool was, after London, the busiest port in Britain. The industrialists, insurance men, exporters

and ship owners tended to have their backs to England and looked out on the wider world, especially their cousins in the United States, the Empire on which the sun never set, and the lucrative markets from China to Argentina. And they were frightened of being bombed out of business! So, in the spring of 1913 they decided to form their own Liverpool Volunteer Flying Corps.

The main supplier of funds were the Cain Brothers who owned Liverpool's biggest brewery (it still exists and brews fine beer). They offered to pay for two Bleriot monoplanes provided that the £5,000 for the necessary ancillary equipment came from public subscription. It was hoped to organize a fly-past during the visit of King George V and his queen in July. During this fund raising campaign, a local enthusiast, Henry Melly, asked for permission to land his Bleriot on the Review Ground in one of the city's largest parks. Henry Melly started up a flying school on the flat sands of Waterloo beach (I can see the sight from where I am writing this!) After much thought, it was decided that he could land his aeroplane, but NOT take off! He declined the offer.

The scheme went before Parliament on 23rd April 1913 where William Joynson-Hicks, an aviation enthusiast, asked the Minister for War for details of the Liverpool Corps and whether he would encourage this and similar efforts in other cities. When it returned to the House of Commons on 30th April, one member asked that should the formation of the Liverpool Flying Corps be unacceptable could Cain's brewery's kind offer be diverted to the Royal Flying Corps? The idea of the good burghers of Liverpool was turned down. Nor was the offer of the two brewery aircraft accepted. There was a proposal to make it obligatory for every city to collect £750 to donate an aircraft to the RFC. Only Liverpool showed any enthusiasm.

So ended the first attempt by a city to form its own air defence. Liverpool's air force nearly made it, but not quite.

John Cochrane (SAFCH #905), 6 Somerset Road, Waterloo, Liverpool L22 2BJ, England.



Fokker D.XVI



See captions on page 101



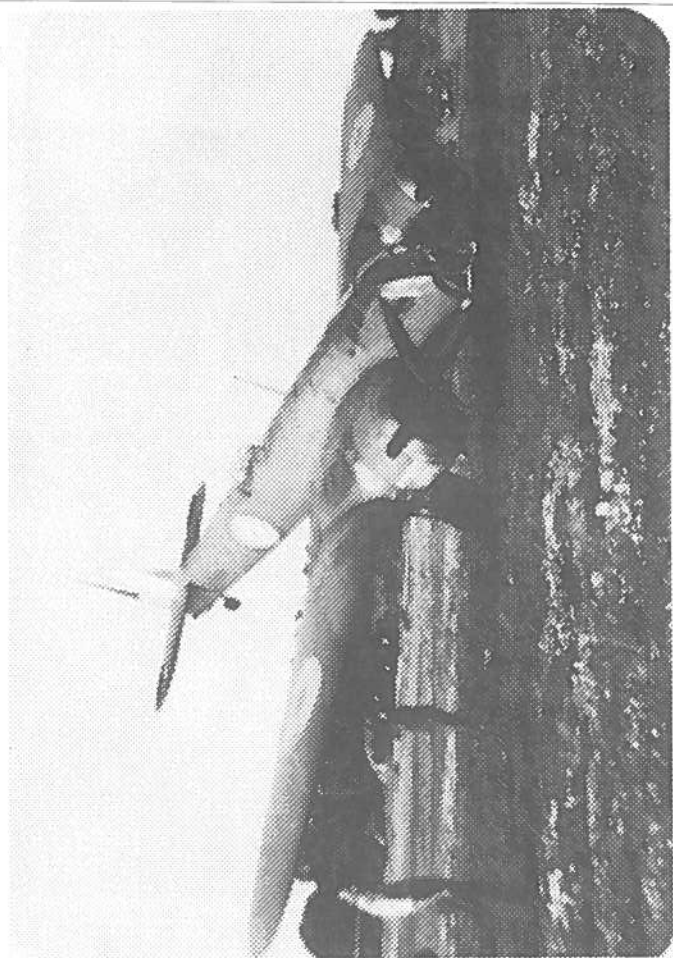
1



2



3



4

See captions on page 99

Poles on Board Blenheims

Kris Choloniewski and Robert Gretzyngier;

[Author's Note: After the defeat in the 1939 Campaign and the collapse of France in 1940, many Polish airmen arrived in United Kingdom and joined the Polish Air Force in exile. The exploits of these men in first-line fighter and bomber units have been extensively discussed. In this series of articles, I would like to present the results of research devoted to the activities of Polish Air Force personnel connected with various types of lesser-known aircraft. The first article of this series will review some selected examples of Polish personnel who had contact with the Bristol Blenheim.

A photograph taken during the Battle of Britain at the base of No. 23 Squadron (flying Bristol Blenheim Mk.I at the time) shows a group of personnel running out of their dispersal hut (See photo 1). On the wall of the hut is a small blackboard with the inscriptions: A Flight, Readiness and Available. Among the names chalked on this board, is one that sounds like Polish - Karasek. Consultations with the British historian for this unit were not able to confirm any Polish background for LAC L. R. Karasek. This is an example of one of the dead ends experienced during this research. However, we did find many other Poles who flew the Blenheim.]

The first contact of Polish personnel with the Bristol Blenheim occurred as early as before the end of 1940 when the most experienced Polish pilots, who were also fluent in English, were posted to RAF units. This is the case of P/O Roland Kalpas, a test pilot in Poland, who was posted, at the end of 1940, to the Royal Aircraft Establishment Farnborough where he met Blenheim Mk.I & II, but no further details is known.

Gradually, when the Blenheim had been withdrawn from first line units and assigned to the role of training or support aircraft, more and more of these aircraft were flown by Polish pilots, maintained by Polish ground crews, or used to train Polish air gunners, navigators and bombardiers.

For instance, on 24 October 1940, S/Ldr Edward Peterek, an experienced Polish pilot, started work at No. 4 Ferry Pilots Pool (after flying Ansons for No. 11 Air Observer & Navigator School), making his first solo in Blenheim L8663 the same day. After intensive flying on this and other types of aircraft, he was transferred on 23 November 1940 to RAF Takoradi (Polish Detachment RAF Takoradi) where he flew Blenheim T2189 on same day. Afterwards he took part in ferrying numerous aircraft of various types to Cairo. Significant numbers of Blenheim aircraft were ferried by him; he recorded 82 flights on the type. After being posted on 3 January 1942 to Aircraft Delivery Unit in Cairo, he continued ferrying various types of aircraft, most frequently on the route: Takoradi - Fayoum - Luxor - El Geneina - Khartoum - Abu Sueir - Heliopolis, and later even to India. During 11 -14 March 1942, on the route Cairo - Lydda - Abu Sueir, he had the honor to have on board of his Blenheim V5590 the Chief Chaplain of Polish Armed Forces, the reverend Field Bishop Joseph Gawlina, accompanied by Chaplain Chrostowski and Lieutenant Kowalski. At the controls of Z6376 he led bombing exercises at Heliopolis. By 15 March 1942, he had performed 174 flights on the type, ferrying 28 various marks of Blenheim aircraft. On 26 July 1943, he joined No. 216 Communication Squadron flying Dakotas based at Cairo West until the end of

the War by which time he had obtained the rank of Wing Commander. The serial numbers of the Blenheim aircraft flown by Peterek include: L8663; N3559; T2189; V5590; Z4931; BA300; L8862; V5767; Z5887; BA321; V5878; Z6073; BA390; V5945; Z6333; BA457; V6005; Z7594; BA591; V6033; Z7682; BA600; V6187; Z7757; BA601; V6191; Z7765; BA606; V6442; Z7881; BA821; Z7924; BA848; Z7938; BA931; Z9585; Z9590; Z9707; Z9755; Z9798.

Over Africa

Peterek was not the only Polish pilot who led ferry flights across Africa at the controls of Blenheim aircraft. You can find among them such well-known pilots as S/L Ludomil Rayski (the former AOC of Lotnictwo Wojskowe, the Air Force in pre-war Poland), S/Ldr Ignacy Giedgowd, S/Ldr Franciszek Ratajczak, and S/Ldr Tadeusz Kurdziel. Also F/Lt Stefan Massalski, F/O Wladyslaw Slodkiewicz, F/O Micha Wierusz-Kowalski, W/O Wawrzyniec Pawlowski, W/O Wiktor Sydor and many, many others with over 50 Polish ferry pilots serving in Africa.

The important of the pilots and navigators of Blenheim aircraft leading flights across Africa is explained in a report by S/Ldr Tadeusz Kurdziel, who participated in such a ferry flight at the controls of a Hurricane:

... heading straight toward Zazias at 12:45 hours, 80 miles from Kano. Splendid work by the navigator. After railway crossing, at the height of 4,000 feet, we changed course to 340° without known cause, as the former course was correct. Weather conditions deteriorate, visibility straightforward decreasing suddenly, vertical visibility acceptable. We start making circles. At 13:15 it is obvious that the leader has lost his orientation, and during orbiting we lost one aircraft out of sight. I maneuvered ahead of the leader, making a violent turn to starboard to direct his attention to the fact that Kano is to the East. After a few minutes of further orbiting, when it was nearly impossible to follow the leader, we changed course to 360°, and later on to 20°. Meanwhile No. 2, Sgt Wellwood, approached the leader, making a starboard turn, which resulted in the leader's turning to port. We caught sight of an unknown town, making circles to the port and drifting more and more to the West. After about 15 minutes, we set course to 180°. We flew south. After about 5 minutes, orbiting another town, the leader starts a spiral descent without any consideration of the remaining aircraft. Hurricanes flying like mad. Landing in this area is out of the question, so in confusion and lacking visibility I left the formation determined to reach Katsina or Kano on my own. According to my orientation, being somewhere in the Tsaki-Kanpa-Namoda area, I headed south. Weather conditions were growing worse every minute. I flew to the Kawa-Wabambaki River, then set course to 90°, reaching the Kankin crossroads, where I regained my bearings. I could go to Kano or Katsina. Bad weather in the direction of Kano (weather after Harmatan), caused me to choose Katsina at about 25 miles distance, where I landed. I informed Kano by

cable just after landing. Waiting for orders, I informed them that I had fuel for 2 hours of flight. Another cable informed me about the 5 aircraft missing. I had expected the worst - they might have mistakenly flown into Vichy territory. I was later informed that 5 aircraft had landed near Wutsin, about 30 miles southwest of Katsina - two of which crashed there.

I asked for another aircraft, took food, cigarettes and water and about noon on 1 April 1941 found them. P/O Hansen, their leader, had set out meanwhile for Kano a distance of 90 miles.

Fortune, and only fortune, was the reason that not all of these aircraft crashed. Flying skill was of no help in this case. The one and only possible landing site was occupied by the Blenheim. The remaining area was covered with rocks and trees. Moreover it was fully covered with 1.5-foot high, stone-hard, ridges. The only landing approach was a zigzag pattern between the trees.

F/Lt Lutoslawski and F/Sgt Cybowski clipped their wings during while landing. Any consideration of taking off under these circumstances was impossible. The Resident of the Province, after consulting with the flight leader, ordered the cutting down the trees and leveling of a take-off strip 700 yards long. However, without rolling, I consider take-off more than risky.

Going back to Lutoslawski and Cybowski, it is impossible to charge them with a shadow of fault, because they showed a maximum of piloting skill. The probability of a safe landing in this area should be deemed as one in a thousand.

P/O Hansen expressed his opinion that F/Sgt Szubka deserved a medal for his landing. As to Lutoslawski and Cybowski, he was 75% sure that they would have come out of this landing dead or badly injured.

Other Poles flying Blenheims

P/O Bronislaw Zapasnik: During his service with No. 2 Ferry Training Unit in Lyneham (YM) he made eleven flights on Blenheim Mk.IIs, making his solo at the controls of L8666. In addition, between 21 July and 29 September 1941 he made two flights on Mk.IVs. He had previously made 92 flights on Oxfords at No. 16 (Polish) Service Flying Training School in Hucknall (HU).

P/O Leon Slazynski: Flying with No. 8 Service Ferry Pilots Pool out of Hullavington (HV) between 10 February and 27 March 1941 he ferried to various airfields eleven Blenheims among others types. Furthermore, by 5 May 1941 he had ferried three more to No. 10 (Polish) Ferry Pool [Flight?]. He was posted to the Aircraft Delivery Unit (Middle East) based at Takoradi Africa, during January 1943. There he took part in training Yugoslav pilots on 12 Blenheim aircraft, making a total of 117 flights, 56 of which at the controls of Blenheim BA296.

F/O Anna Leska-Daab: She served with the Air Transport Auxiliary, flying out of White Waltham (two letter airfield code unknown). She flew training missions at the controls of Blenheims under the instruction of F/O Chater while at the Air Ferry Training School. During her training, she flew planes marked with individual numbers '5' and '6', making her solos between 27 and 30 September 1942. How-

ever among hundreds of various aircraft, she later ferried, only two Blenheims show up: serials L1306 and L1513.

F/Lt Zbigniew Wysiekierski (nicknamed 'Whisky'): He had been a pilot with the pre-war LOT Polish Airlines. Together with navigator P/O Gustaw Piatkowski while with No. 1 Photographic Reconnaissance Unit, Flight B, flying out of Wick (WC), they carried out photo-reconnaissance missions between 20 January and 8 April 1941 using Blenheim aircraft Z5807 (15 sorties) and V5455 (3 sorties), and V5808 (3 sorties). Later on, with Flight F, flying out of Benson (EB) between 25 April and 20th November 1941, they continued to use Blenheim, including V5455, V5456, V5458, V5635, and others. Their achievements are little known, because of the secrecy covering this type of operation. By the way, the same Wysiekierski, flying an unarmed Spitfire, discovered in April 1941 that the famous German battleship 'Bismarck' was absent from the fjord in Norway, thereby starting the operation culminating in her destruction.

W/O Ludwik Tokarczyk: During his service at No. 6 Anti-Aircraft Cooperation Unit, based at Ringway (two letters airfield code unknown), he carried out sleeve-towing flights from 12 September 1940 to 4 October 1942, performing 93 flights at the controls of Blenheims, plus a similar 27 flights with No. 285 Squadron at Wrexham (RW), where he continued target towing on other types.

P/O Zbigniew Siedlecki: Between 24 September 1940 and 14 October 1942, while serving in No. 5 Air Observer School, based at Jurby (JY) airfield on the Isle of Man, after four flights at the controls of Anson aircraft, he made three flights on Blenheims, soloing on K7152.

P/O Witold A. Lanowski: While serving with No. 9 Air Observer School in Penrhos (two letters airfield code unknown) he made 77 flights at the controls of 20 various Blenheims for a total time 64 hr 15min, 1 hour of which was dual, carrying navigators and air-gunners for gunnery practice flights during period of 1 May to 5 September 1941. During one of these flights he had a Polish trainee, named Wojnarowski on board.

P/O Tadeusz Kwiatkowski: While serving with No. 9 AOS, he made his solo on Blenheim V6036 (instructed by Polish pilot Grochowski). Thereafter, at the controls of 15 various Blenheims, he performed 103 similar training flights.

P/O Bohdan Arct: Flying with No. 10 (Polish) Ferry Flight out of Hullavington (HV) between 1 March and 17 June 1941 he flew Blenheims Mk.IVs V5920, V6243, V6425, and V6426.

F/Sgt Mieczyslaw Wyszowski: During 17 May to 16 July 1941 of his service at No. 1 Air Armament School, based at Manby (MY), he performed 87 bombing and gunnery practice flights (presumably to Wainfleet Sands range) at the controls of eleven various Blenheims with trainees on board for a total time 72 hours.

W/Cdr Boleslaw Orlinski: Before being posted to No. 305 (Polish) Bomber Squadron, this famous Polish pilot made 22 flights at the controls of Blenheim Mk.IV and Mk.V, at the No. 51 Operational Training Unit based in Cranfield (CX) during period 29th September 1942 to 4th March 1943.

W/Cdr Ryszard Referowski: Before being posted to C/O of the No.305 (Polish) Bomber Squadron, he serviced at No. 12 (Pilots) Advanced Flying Unit, based in Grantham (GH) where he made 182 flights on Whitleys, 70 flights on

Ansons, and 11 flights on Oxfords, before making 17 flights at the controls of Blenheim Mk I, two on Mk.IV, and two on Mk.V.

S/Ldr Jan Hryniewicz: While flying with No. 13 Operational Training Unit, out of Bicester (BC) during period of 11 December 1943 to 13 January 1944, he performed flights at the controls of 8 various Blenheim Mk.IIs, one of which wore, as far as it is known, the marking of L6620 XJ-D.

F/Lt Adam Rajski: It is known that he performed flights on Blenheim aircraft, but details are not known.

F/O Pawel Moskwa: As navigator and crew member with No. 9 Air Observer School between 7 May and 23 July 1941, he participated in training flights on Blenheim Mk.IVs V5768, V6527, V6001, V6016, T2284 with Filipowicz at the controls, V5922 with Bednarski at the controls, V6172 with Buchowiecki at the controls, V6516 with Łanowski at the controls, and Z6416 with Godlewski at the controls.

P/O Stanislaw Werpachowshile: While undergoing navigator training at No. 1 Air Observer School in Malton, Canada, between 29 February and 15 November 1944, he flew aboard of the following Blenheim aircraft: RCAF 9970, 9971, 10016, 10052, 10053, 10056.

F/Sgt Wladyslaw Stachnik: As a radio operator, serving between 26 January and 22 February 1942 at No. 1 Air Gunners School, based in Pembrey (PB uncertain), he took part in gunnery and radio-beam training flights on Blenheim Mk.IVs as follows: V5804, Z6150, V6245, Z6253, V6514, Z6259, Z6260, Z6275 16, Z6337, Z6344, and Z6347.

Night Fighter Conversion

Before switching from single-engine Defiants to the twin-engine Beaufighters, pilots in No. 307 (Polish) Night Fighter Squadron used the Blenheim 'Dual' version for conversion. The first Blenheim L8438 (coming from No. 141 Squadron) appeared at Exeter (EX) on 12 August 1941. Conversion of pilots started immediately. It is known, that an acquaintance flight was flown by F/O Jerzy Damsz on 27 September 1941. This aircraft was totally destroyed when it crashed during a forced landing on 21 December 1942. It was shortly followed into service by L6737 (coming from No. 23 Squadron) and L6837 (coming from and returned to No.604 Squadron).

Supposedly there were two other Blenheims with 307 Squadron, namely Mk.IV V6017 EW-Z and a Mk.I L1186. The latter apparently crash-landed at night with P/O Stefan Mak-symowicz at the controls on 21 October 1941. There is no independent confirmation of these two Blenheims. However, based on documents, it can be concluded that, during certain times, two Blenheims served in this squadron at the same time.

In tribute to those who lost their lives on Blenheims

Cpl. Witold Bystrzynski: While making a practice flight with British trainees, flying out of No. 1 Air Gunners School at Pembrey (PB) at the controls of Blenheim Mk IV Z6242, the plane dived out of clouds on 1 July 1941 into Carmarthen Bay.

LAC Antoni Cembala: While flying as a passenger

with a British pilot, on Blenheim Mk IV V5500 of No. 7 Anti-Aircraft Cooperation Unit at Ringway (two letters airfield code unknown) he was killed on 10 June 1941 in a crash landing.

S/Ldr Jan Kazimierz Gawlikowski: While at the controls of Blenheim Mk.I L1298, flying out of No. 5 Bombing & Gunnery School in Jurby (JY) with British trainees on board, he was killed when his aircraft failed to recover from a flat spin.

F/Sgt Tadeusz Julski: While flying with No. 12 (Pilots) Advanced Flying Unit at Spittlegate (Spitalgate?, ex Grantham GH?) on Blenheim Mk.V AZ890, he was killed on 19 August 1944 due to flying into ground at night - cause unknown.

LAC Zbigniew Pawlowski: While flying with No. 5 Air Observers School at Jurby (JY) on Blenheim Mk.I K7084, he was killed on 25 June 1942 in a mid-air collision.

F/Lt Stanisław Pietrasiewicz: While serving with Aircraft Delivery Unit detachment at Takoradi, he was killed on 30 November 1941 after he crashed while taking off on Blenheim Mk.IV Z7632 at Oshogbo, Nigeria.

LAC Nikodem Plotek: While flying with No. 7 Anti-Aircraft Cooperation Unit making a training flight with British trainees on Blenheim Mk.IV Z5870, he was killed on 3 July 1941 when his aircraft crashed into a hill.

F/O Wladyslaw Stronczynski: While making a training flight with No. 2 School of Army Cooperation in Andover (two letters airfield code unknown) at the controls of Blenheim Mk.I L8600 on 28 March 1941, he was killed when his aircraft crashed into the Wayhill railway station just before landing.

Krzysztof Choloniewski and Robert Gretzyngier

Caption for photos on page 96

(All photos via the authors)

1. Assignment board on the wall of a dispersal hut at the base of No. 23 Squadron during Battle of Britain.

2. The only known photo of a Blenheim wearing Polish chessboard. This aircraft, Blenheim Mk.IV Z7632, was converted to passenger carrying. On 1 June 1943 it was handed over to the PAF and put at the disposal of General Władysław Anders (1st from the right), Commander of the 2nd Polish Corps in Middle East. The Corps became famous for its victory in the Battle of Monte Cassino in May 1944.

3. Another view of the Blenheim Mk.IV Z9585 (ex RAF, No. 201 Group, Communication Flight, and according to a British publication - struck of charge on 1 November 1943) as used by Poles for VIP transport. No details on pilot and crew seen here are known.

4. Blenheim Mk.I dual, L8438, slightly damaged, after unfortunate landing by P/O Marcelli Neyder and F/Sgt Michał Turzański on 20 August 1941, at the base of No. 307 (Polish) Night Fighter Squadron Exeter (EX).

This article is an expanded version of an article first published in "Lotnictwo Wojskowe" 3/2002, by Krzysztof Choloniewski with the assistance of Wojtek Matusiak. It is published here with the kind permission of Krzysztof Zalewski the editor of "Lotnictwo Wojskowe".

-books-books-books-books-books-books-books-books-books-books-books-books-books-books-books-books-

Aviación Militar: Historia de la Fuerza Aérea y de la Aviación Naval, by Manuel Ruiz Romero (Biblioteca de la Historia Aeronáutica de México, printed by El Universal, Cia. Periodística Nacional, S.A. de C.V., Uruibide 7, Col. Centro, México, D.F., México in July 2004)

The don of aviation historians in México, Manuel Ruiz Romero has presented the aviation history community with a surprise this year: a beautifully produced, 263 page hard-bound, heavily illustrated history of service aviation in his homeland. Configured in 12 chapters and three dedicated annexes, the book is a chronological examination of military and naval aviation in México from the earliest experiments through to the present day. The solitary weakness is the lack of an index, which is forgivable in light of the otherwise excellent organization of the work.

There are wonderful surprises for devotees of the subject, no matter what epoch most attracts. The quality of the photo reproduction, often a matter of concern in the past, is beyond reproach. There are at least 548 black-and-white images in the book (with 10 more black-and-white and 12 color images on the nice dust jacket). There are a few glitches in the captioning, which is frankly surprising, given Don Manuel's legendary attention to detail. On page 69, he illustrates a biplane identified as one of the two Bristol 93B Boarhounds acquired by México, which it clearly is not (for the record, it's the little-known Sea Teul of 1937). The spectacular imagery and accurate captions far outweigh these, however. A wonderful lineup photo on page 85 shows four of the Krieder-Reisner (Fairchild) KR-34Cs acquired by México with at least a dozen Vought Corsairs rounding out the view.

Chapter V, devoted to the organization and fielding of the 201 Escuadrón is particularly well done, and the illustrations in particular add to the human

aspect of this endeavor. Later, on page 162, we are treated with a rare photo of one of the FAM Sud Alouette III helicopters and, on page 173, two photos showing details of the little-known 0.50 caliber, under-wing gun pod installation on some FAM North American T-28As.

The final chapter is a brief, illustrated history of naval aviation in México, including some interesting photos.

In the opinion of the undersigned, this excellent contribution to history has but one failing: it would have had added value if a detailed table of all aircraft ever operated by the Mexican Army, Air Force and Navy had been included, as this subject is very much in dispute amongst historians and Manuel Ruiz Romero's take on this would have been enormously respected.

This book is highly recommended for any SAFO reader or student of aviation in Latin America.

Dan Hagedorn (SAFCH #394), 13125 Pennerview, Fairfax, VA 22033, USA. E-mail: r1x1hpl@verizon.net

Latin American Air Wars & Aircraft 1912-1960: Seventy years of conflict in the skies of Central and South America, by Dan Hagedorn. Hikoki Publications. Price and publication date unknown.

The aircraft were colorful and their crews were often courageous - but virtually unknown beyond the South American Continent. Throughout the first 70 years of practical flight in Latin America, obscure designs carried the colours and markings of many nationality and in this book, many photographs of such aircraft are seen for the first time. Accompanied by extraordinary drawings and a detailed text, this volume offer a remarkable historical bonanza for students of aeronautical history and aircraft modellers who are craving some-

thing 'new' and 'adventurous'.

Following more than 15 years of research, the author traces the use of aircraft in Latin America from the frail Wright Model Bs through the ensuing border skirmishes, revolutions and full-scale warfare to the final aerial engagements between piston-engine fighters. The so-called 'Leticia Incident', the 'Revolt of the Lieutenants' and the 'Soccer War' are all described.

The aircraft enthusiast will discover an astonishing range of aircraft depicted in photographs and information including the Argentine North American SNJs and Gloster Meteors, Bolivian Curtiss Hawk IIs, Curtiss-Wright 14R Ospreys, Brazilian Waco CTOs, Chilean Curtiss Falcons, Colombian Bellanca 77-140s, Costa Rican North American F-51D Mustangs, Cuban Vought Corsairs and exile force Douglas B-26s, Dominican Republic deHavilland Vampires, Guatemala Republic F-47N Thunderbolts, Honduras Stinson Model 'O' Seniors, from the Mexican Martin 'Sonora' to the Vought V-99M Corsair, Nicaragua Douglas C-47s, Paraguayan Fiat C.R.20s and Potez 25A-2s, Peruvian Douglas O-38Ps, Uruguayan Waco 3HDs and the Venezuelan North American F-86F and deHavilland Venom.

This study can be regarded as the most comprehensive reference book for years to come and will be informative and fascinating reading for all aviation enthusiasts.

[Editor's note: You've probably guessed from the hyperbola that this is not a 'review' but the publisher's promotion. The book is not yet available for review, but because of its importance to SAFO readers, this is presented here in anticipation of a future review. For more information, contact Hikoki Publications at their web site.]

-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-

Ceil de Guerre, Quarterly. TMA SARL (department editions), 75 rue Claude Decaen, Paris 75012, France. E-mail: airmagazine@wanadoo.fr. Subscription for one year (4 issues) 50 Euros Europe and 65 Euros rest of the world.

This new quarterly magazine from France is by the publisher as the excellent bi-monthly AirMagazine. Each issue of the new endeavor consists of 80 A-4 size pages printed on high-quality glossy paper sturdily bound between durable covers. The two issues at hand (#01 and #02) consist of well-researched text (all in French), a multitude of photos, colorful maps, informative tables, and many excellent color side- and plan-view drawings. The subject of the first two issues, the aviation activities on D-Day and beyond, has been extensively covered in many magazines, particularly in Avion's Batailles Aeriennes series. However, there is much that is new here and the quality of the presentation has never been exceeded. Although, one might expect not much on the small air forces, there are extensive chapters about the participation of Polish and French squadrons. In any case, a thorough review of this new magazine is warranted both because of its high quality and in anticipation of the exciting subjects that will probably be covered in future issues.

#01 Juin-Juillet-Aout. The first issue cover the Allied preparations for and the landings on the 6th of June. Chapter titles are: "General Dwight Eisen-

hower", "Le Debarquement: La Gestation du Plan", "Perlode a Overlord: La Maitrise de l'Air Alliee", "Le Jour de Debarquement", and "Les Operations du Jour J". There are a total of 81 photos, 9 pages of Air Order of Battle for the Allies and 2 pages for the Luftwaffe, 4 maps, 16 pages of color side-view drawings [Bf 109 (4), Fw 190 (4), P-38 (8 - includes typical top and bottom views and drawings of nose art), C-17 (5), Horsa (3 - includes top and bottom views), P-47 (4), B-26 (4 - includes enlargement of nose art), B-25 (1 - includes top and bottom views), Spitfire (2), Mosquito (1), Wildcat (1), and P-51 (16 - includes a top view)]. All drawings are of aircraft carrying Invasion Stripes.

#02 Septembre-Octobre-Novembre. This issue continues the story of the air action over the Normandy beachheads. Chapter titles are: "Garde-Flanc", "Noctambules", "L'Air Spotting Pool", "C'est le Facteur!", "Jour J + 1: Le Grand Jour du Wing 133", "Et les Francais Alors?", "La Chasse Alliee: Face au Debarquement", and "Le Bombardement & le Debarquement". There are a total of 108 photos and 18 pages of color side-view drawings [Beaufighter (2), Mosquito (2), Typhoon (a 4-view drawing), He 177 (1), Me 110 (1), Ju 88 (1), Hs 129 (1), Ju 188 (1), Fw 190 (2), Bf 109 (1), Ju 87 (1), Auster APO (1 - Polish), Swordfish (2), Hellcat (1), Spitfire (4), Hurricane (1), Warwick (2 - includes top and bottom views), Stirling (2), Hamil-

car (1 - includes top view), P-47 (7), Beaufighter (1), B-17 (4), Albemarle (1), Halifax (1), Lancaster (1 - Polish, and Havoc (1). This list does not include the drawings in the chapters on the Polish and French squadrons which will be covered separately. Included are a table of the 17 U-Boats sunk or damaged by Coastal Command during the month of June and a table of the 75 night-fighter victories in June.

The chapter on the French units consists of 7 pages including 15 photos and 2 pages of color side-view drawings [Typhoon (2), Spitfire (2), Boston (3), and Mosquito (1)]. The chapter on Polish fighter units with 133 Wing consists of 22 pages including 38 photos and 2 pages of color side-view drawings [Mustang (6)]. 133 Wing consisted of three squadrons: one English (code 'DV') and two Polish (code 'UZ' and 'PK'). This chapter covers their activities on a single day, D-Day + 1, and includes tables listing the aircraft code, serial number, pilot, takeoff time, and return time for all sorties flown on 7 June. Also included are tables of Luftwaffe aircraft shot down by the Wing listing type of aircraft, code, pilot, unit, and location of loss.

Ceil de Guerre is a magazine with a lot of potential. With their commitment to meticulous research and to high quality color drawings, if they take on any small-air-force subjects in the future, they will become indispensable to the small-air-force enthusiast. Keep a eye of this one.

Fokker D.XVI, 1/72 Scale resin kit with decals by MW Models, distributed by Naval Models and Luchtvaart Hobby Shop, 25 Euros.

This is MW Models first aircraft kit - their primary subjects are scale Dutch Naval Ships, one being the Dutch aircraft carrier 'Karel Doorman' in 1/400 scale.

The kit comes in a small cardboard box containing 16 resin parts, three lengths of polystyrene square strip, and decals which includes Dutch red-white-blue insignia and serials for aircraft #282 and #288. The camouflage for these machines was dark green for the fuselage and upper surfaces of the wings and stabilizer, and medium blue for the undersides. The positions of the national insignia and the serial number is unclear since the only supplied reference is the photo on the box top. The drawing provided with this review shows their proper locations.

The resin parts are well cast. The fuselage and upper and lower wing come as separate items, the smaller parts are supplied on carrier sprues. The wings and especially the rudder and tailplane have been reproduced nicely in the correct size and thickness. The fuselage is molded in one piece but includes some cockpit framework detail. It's a shame that the pilot seat is the only other cockpit part supplied with this kit - no control stick or instrument panel are supplied. For the appearance of the cockpit you have to do some research your-

self, but much of it appears to resemble that of its successor the D.XVII. For the landing gear and wing struts lengths of square strip are supplied. These have to be sanded to the right aerofoil shape, but perhaps you've some aerofoil lengths in your spare box. Drawings of how to cut the struts and landing gear are supplied with the kit. This kit represents the standard D.XVI with the Armstrong Siddeley Jaguar VIIa radial engine supplied as six 6 separate parts.

The Fokker D.XVI was derived from the earlier D.XV and only 21 were built. Fifteen machines entered Dutch service, 4 were flown to Hungary and one to Italy (possibly ending up in China). One machine has often been described as having been converted to a D.XVII prototype, but this is doubtful. For the KNIL (Dutch East Indies) one prototype D.XVI with a Curtiss Conqueror inline engine was built, but this crashed during a test flight. A new prototype was built, using the same engine type but differed much in design and was redesignated the D.XVII. To confuse it even more, both aircraft used the registration 'F-32'. Another D.XVI fitted with a different engine was aircraft #277. Soon after it entered Dutch service, it got an AS Panther IIIa radial engine and a wooden 3-bladed propeller. This aircraft ended up being the sole D.XVI in service at the time of the German invasion in May 1940.

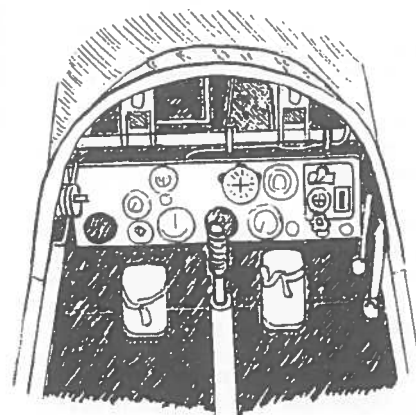
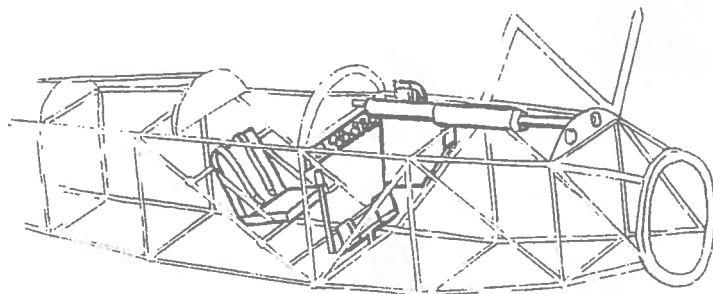
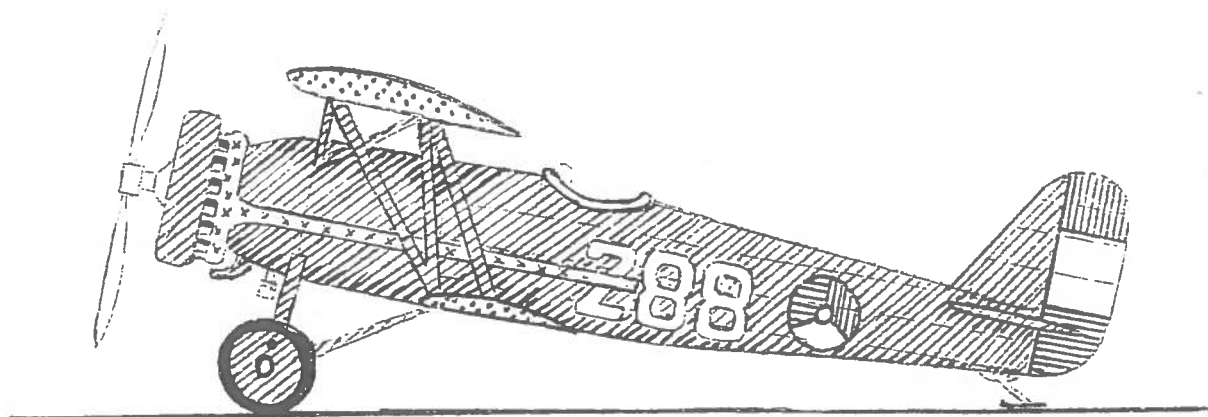
This kit is available from: MW Models: mwmodels@tiscali.nl; Naval Models: info@naval-models.com; LH-Shop info@lhshop.nl; and Luchtvaart Hobby Shop, Molenweg 249, 1436 BV Aalsmeerderbrug, The Netherlands: www.lhshop.nl.

Frans Scheve (SAFCH #890) fscheve@hotmail.com.

Captions for photos on page 95. (All photos from the Doug Dildy collection.)

1. To illustrate Frans Scheve's review of the MW Models Fokker D.16 kit, here is a fine study of #287. Although the primary single-seat fighter of the peace-time JaVA in the early 1930s, it was also used by the Fighter Flying School where judging from the youthful looks of the pilot in his formal uniform standing beside it this photograph was taken. This aircraft was retired in 1938.

2. The Prototype D.16, #275. This aircraft was first flown in 1929, powered by a 450hp Armstrong-Siddeley Jaguar radial, and was the first single-seat fighter in LVA service since the fabled D.VII of WW1 fame. There are obvious differences between this prototype and later examples especially in wing and landing gear strutting as evidenced by a comparison with the above photo, and thus does not represent well the example modeled by the MW kit. This aircraft was retired in 1939.



Flanker on Patrol, Part 2 - Guardians of the North (Arctic Su-27s). 1/72-scale decals. Linden Hill Decals, LHD72007. Linden Hill Ltd., PO Box 534, Cougers, NY 10521, USA. E-mail: contact@lindenhillimports.com. Web site: www.lindenhillimports.com. \$14.99.

The decal sheet measures 120 mm by 210 mm and contains all the aircraft numbers and unit insignia to model eleven Russian aircraft (8 Su-27 and 3 Su-27UB) plus a Su-27 in the markings of the Uzbek Air Force (with options for either an early or late camouflage scheme). The colors of the Uzbek aircraft are described as: "The colours used would equate approximately with FS34102 (old scheme), FS34096 Green (new scheme), FS33448 mid brown and FS36270 medium grey upper surfaces with pale blue/grey FS16473 undersides."

The fabulous instruction sheet consists of 12 pages, 8.5 inch by 11 inch, with color side-view drawings of all the aircraft and a generic top-view drawing of the Russian aircraft. While the color drawings of the Uzbek aircraft shows the port side and scrap views of the underside of the wing of both the early and late scheme, there are no drawings of the camouflage pattern on the top or starboard side of the aircraft.

Should you buy these decals just for the Uzbek Su-27? I think you would have to be pretty hot to add an Uzbek Flanker to your collection, or you are planning to share the cost with a friend who wants to decals for a series of Russian Flanker.

You'll have to look a long time to beat the quality of research and production of Linden Hill Decals. These same decals are available in 1/48 scale and 1/32 scale.

Su-27 Flanker family airframe stencil data. 1/72-scale decals. Linden Hill Decals, LHD72011. Linden Hill Ltd., PO Box 534, Cougers, NY 10521, USA. E-mail: contact@lindenhillimports.com. Web site: lindenhillimports.com. \$7.99.

This 135 mm by 165 mm sheet consists of stenciling, tail rotor warnings, and red stars (two variations) "based on tech manuals and close-up photos". The instruction sheet provides drawings showing the position of all markings. The instructions further state: "This set is primarily for use on Flanker variants in Soviet/Russian/CIS service. Flankers in foreign use, with the notable exception of India's latest batch Su-30MKIs and Indonesia's fleet, also feature Cyrillic airframe stencil data. Note also that some or all of the smaller stenciling has been over painted on many airframes delivered to foreign users via one of the several Russian/Ukrainian/Belarusian aircraft repair and overhaul facilities that handle such contracts. Refurbished aircraft delivered to Eritrea and Ethiopia appear to feature this partial stenciling."

These same decals are available in 1/48 scale and 1/32 scale.

Bush War Hinds, Part 2 - Mi-24s. 1/72-scale decals. Linden Hill Decals, LHD72012. Linden Hill Ltd., PO Box 534, Cougers, NY 10521, USA. E-mail: contact@lindenhillimports.com. Web site: www.lindenhillimports.com. \$14.99.

The "Bush" in the title is not a proper name, but refers to little wars in which Russian and small-air-force Hinds participated. This 120 mm by 210 mm size decal sheet is a small-air-force modeler's dream come true. Decals are provided for 17 Mi-24/25/35: Russia (in East Germany, the Baltic Fleet, KFOR, Afghanistan, & Chechnya), Slovakia, Serbia, Sri Lanka, Ukraine, Angola, Eritria,

Ethiopia, Uzbekistan, Iraq, Ivory Coast, India, and Armenia.

The instruction sheet consists of 12 pages, 8.5 inch by 11 inch, and is a gem with color port- and starboard-side view drawings of all aircraft.

The decal sheet itself is of the high quality expected from Linden Hill with perfect register and vibrant dense colors. All the national insignia are present along with aircraft numbers, serial numbers, unit insignia, and even a "shark mouth" for the Ivory Coast Hind. (Can we expect Linden Hills to come up with a decal sheet for the Ivory Coast Su-25 Frogfoots that started the most recent unpleasantness in that African country?)

I think even to most anti-helicopter modeler will melt when he sees this collection of small-air-force exotica. Very highly recommended.

These same decals are available in 1/48 scale and 1/32 scale.

Mi-24/25/35 Hind Airframe stencil data. 1/72-scale decals. Linden Hill Decals, LHD72013. Linden Hill Ltd., PO Box 534, Cougers, NY 10521, USA. E-mail: contact@lindenhillimports.com. Web site: www.lindenhillimports.com. \$6.99.

This 125 mm by 105 mm sheet consists of stenciling, tail rotor warnings, and red stars (three variations) "based on tech manuals and close-up photos". The instruction sheet provides drawings showing the position of all markings. The instructions further states: "This set is primarily for use on Mi-24s in Soviet/Russian/CIS service. Furthermore, most Hinds in foreign use (with some notable exceptions, to wit Hungary, Slovakia and the Czech Republic) also feature Cyrillic airframe stencil data. This is even true for machine that carry the tail rotor warning flashes in English! Also note that the smaller stenciling has been painted over - either fully or partially - on many airframes delivered to foreign users via one of several Russian/Ukrainian/Belarusian aircraft repair and overhaul facilities that handle such contracts."

These same decals are available in 1/48 scale and 1/32 scale.

The following FCM decals are from their "Elite" series and are of the "wet transfer" type where the carrier film is removed after application of the decals. The result is a marking of "painted on" appearance with no surrounding carrier film to ruin the effect. For a complete discussion of this new process, see SAFO #109.

Jambock Squadron P-47D. 1/72-scale wet transfers. FMC Elite 72-20. Size 145 mm by 195 mm. \$10.00

This sheet is the 1/72-scale equivalent of the 1/48-scale FCM sheet. Included are the decals to make any one of 12 Brazilian P-47D that served in Italy. Three of these are in bare metal, the others are in standard USAAF olive drab and neutral gray camouflage. For details of the aircraft covered, see the review of the 1/48-scale sheet in SAFO #109.

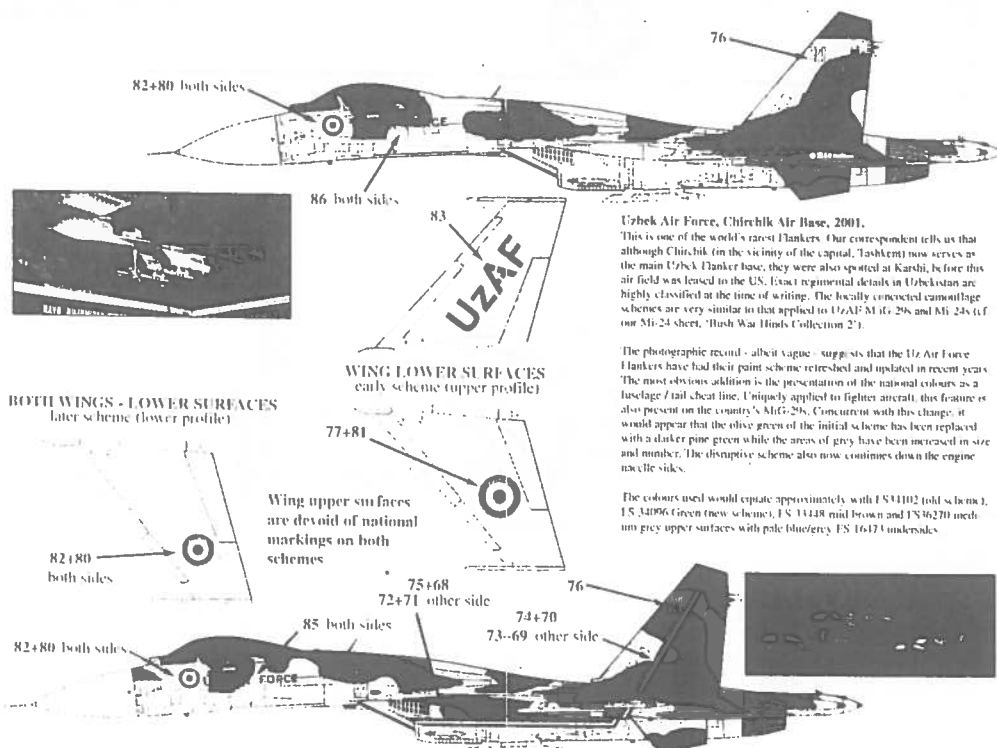
This is an excellent decal sheet and I wish I had room for another Brazilian P-47D in my collection. Way back in the early '70s, the third plastic model I ever built (after a Czech Spitfire and a Hungarian Stuka) was the 1/72-scale Revell kit of the P-47D that I finish as Brazilian 'C1'. This model has stood up very well over the years and its markings are in agreement with those illustrated in the instructions for this FCM decals.

This is an excellent decal set and if I didn't already have a Jambock in my collection, it never would have made it to the SAFCH Sales List.

F-5E/E Tiger II, 1/48-scale wet transfers. FMC Elite 48-21. \$10.00

This set is a small-air-force modeler's dream - decals are provided for F-5s from six counties. The main sheet measures 145 mm by 185 mm and there are two smaller sheets measuring 70 mm by 100 mm and 55 mm by 45 mm.

Aircraft covered are: (1) A Brazilian F-5E in a special scheme commemorating the 60th anniversary of the Jambock Squadron with a large Jambock ostrich covering the vertical fin. Otherwise, the aircraft is olive drab FS34079 upper surfaces



and light gray FS36628 undersurfaces and both side of the horizontal tail. (2) A Venezuelan F-5A in an upper surface camouflage of olive drab FS34079, medium green FS34102, and tan FS30450 with light gray FS36622 undersurfaces. (3) A Chilean F-5E in an wrap-around camouflage of light gray FS36375 and blue gray FS36373. (4) A Saudi Arabian F-5E upper surface camouflage of brown FS30140, tan FS30400, and dark green FS34062 with light gray FS36622 undersurfaces. (5) A Tunisian F-5E with olive drab FS34079, blue gray FS36173, and tan FS30219 upper surfaces and light gray FS36622 undersurfaces. And, (6) a South Korean RF-5A in an upper surface camouflage of olive drab FS34079, medium green FS34102, and tan FS30450 with light gray FS36622 undersurfaces. The decals sheet provides the national and unit insignia for all six aircraft as well as serial numbers, rescue and ejection markings, and miscellaneous markings. The instruction sheet provides side and top view color drawings for all six aircraft with port and starboard views of the camouflaged aircraft and top and bottom plan views of the wrap-around camouflage of the Chilean F-5E. This is an outstanding sheet for the small-air-force modeler. I hope they follow this with a similar sheet in 1/72 scale.

F-5E/E Tiger II, 1/32-scale wet transfers. FMC Elite 32-04. \$15.00.

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"In SAFO #109 for July 2004, I saw the review of OFH Nachrichten 1/2004 in which you asked for more information about the colorful Albatros D.III (OAW) on the back cover. In particular, you expressed puzzlement over the national insignia. According to my sources this aeroplane, construction-number 2575/17, was built at the *Ostfriesische Albatros Werke* in June 1917. In the same year, it was in service with the German Flying Corps on the Russian Front. Sometime before the end of hostilities with Russia on 15 December 1917, (Peace Treaty of Brest-Litovsk), this aircraft was captured by Imperial Russian troops. In March/April 1918, this Albatros was captured by Austro-Hungarian troops in the Ukraine and received the Austro-Hungarian war-prize number '00.38'. It was sent to *Flep 4* in Lemberg (Bratislava). [A *Flep* is a *Flieger Ersatz Park* (Aircraft Replacement Park). I don't know the English equivalent of this, but it was a technical facility behind the front where new aircraft fresh from the factories were equipped with armament and other government-supplied equipment for service at the front. Also, it was at the *Flep*'s where captured aircraft were investigated and tested.

"Although the insignia shown on the Albatros resembled that of the Imperial Russian Air Force, you were correct in stating that the time this aircraft carried these insignia the Imperial Russian Air Force had ceased to exist. However, your assumption that the national insignia may have been that of Czechoslovak Republic cannot be correct. At the time when this aircraft was observed with these markings (March/April 1918), the proclamation of the Czechoslovak Republic by President Tomas Masaryk had not yet taken place. This did not take place until one week before the end of WWI on 20th October 1918. Therefore, in the spring 1918, there was no Czechoslovak Republic.

"I have a photo of this Albatros D.III taken after

This is a gigantic sheet measuring 240 mm by 187 mm with two smaller sheets (145 mm by 95 mm and 185 mm by 45 mm). It covers some of the same aircraft as covered on the 1/48-scale sheet reviewed above, but not all and there are three new ones. The same aircraft are those for Brazil, Chile, Saudi Arabia, and Tunisia. The new aircraft covered are a second Brazilian F-5E but this time in an overall light gray FS36375 with a tiger running the full length of the fuselage, a second Chilean F-5E in the same wrap-around two-tone blue camouflage, and a Singapore F-5S in an overall camouflage of ghost gray FS36495, light gray FS36440, and medium blue gray FS36373.

This is another excellent sheet for the small-air-force modeler, but I wonder if many small-air-force modeler work in 1/32 scale.

Insignia US WW2 and Modern. FMC Elite. \$15.00.

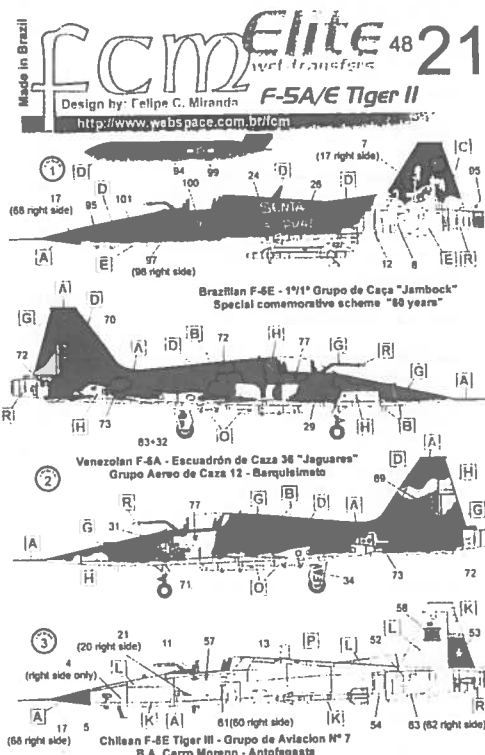
This large sheet (220 mm by 310 mm) consists of US "star and bar" national insignia in 18 sizes from 7.5 mm to 68.7 mm (the width of the bar). The number of insignia in each size varies with the size from four of the largest size to 12 for the smallest size. I didn't have enough patience to count the total number of insignia, but there are a lot of them. The insignia are printed in blue and white for direct application to WW2 aircraft. Separate red bars are provided for each size to allow the modeler to put together post-WW2 USAF insignia.

its capture by Auro-Hungarian forces in the spring of 1918. This picture shows this aircraft without wings, propeller, and wheels. This condition was probably the reason this aircraft still carried Russian markings even four months after the peace treaty of Brest-Litovsk. Why should a damaged aircraft get new national markings before it was repaired? It was also possible, that the "old" Russian and the "new" Soviet side were not able to repair this aircraft due missing spare parts. On the whole, I know that during the war the Russians captured a number of German two-seaters, but only few single-seaters - and probably only this one Albatros D.III.

"As to the color profile, I personally know the artist, Sigmund Tyrlik, and sometimes his enthusiasm for the colors outweighs the historical truth. From the photo, I can say that the half-moon on the fuselage had a dark color, similar the red or blue of the national cockard beside it. Further, this aircraft had no red colored tail-unit and, most probably, no red wheel covering and propeller hub. However, I must admit that Sigmund's version looks very nice!"

Rudolf Hofling, Franz Koci-Strasse 4/12/23, A-1100 Vienna, Austria.

"At last I am finding time to work through the April 2004 issue, and a few observations have emerged. The excerpt on the Cierva C.30's by Michel Ledet was a welcome addition to our literature. However, it appears that a bit more research needed to be done. First of all, I have for long been confused by the designations of the Avro license-built aircraft. I had always understood that they were designated as C.30a (note lower case 'a'). As you may be aware, I am a stickler for such detail, and I take every opportunity to scold aero historians for not observing the conventions of the original builders. I stand



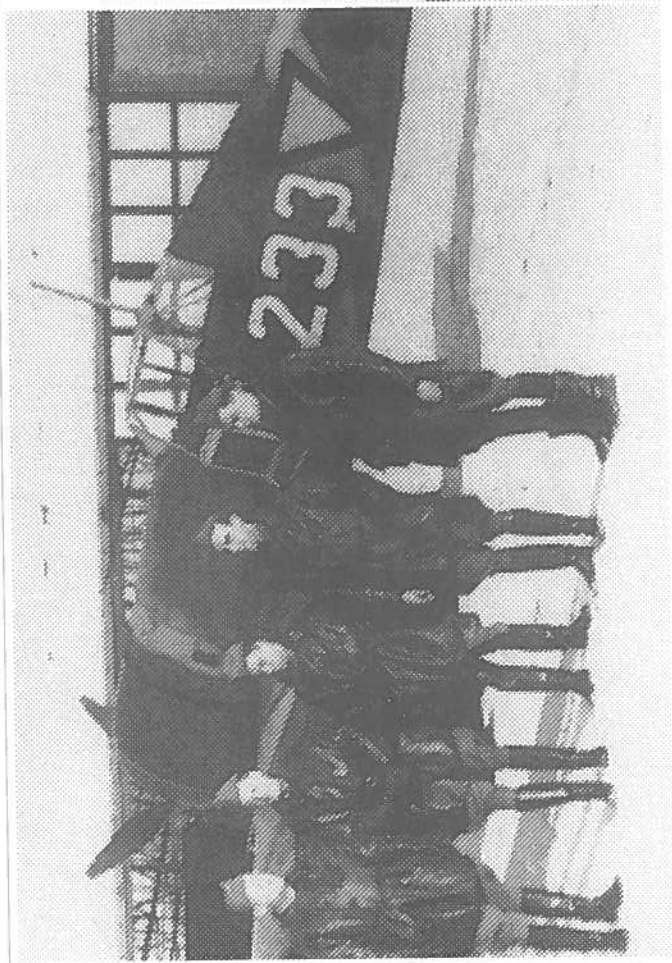
to be corrected, but I think the lower case 'a' is correct.

"In the case of the two Argentine Army examples, an intelligence report stated that they had both arrived in early July 1938. I suppose there could have been delivery delays to make them not go on strength until 10 November, but I think this seems unlikely. Although No.1 did in fact have an accident, it was apparently repaired as both were still on strength with the Army by 30 November 1943, assigned to the Instituto Aerotecnico (I.Ae). That single Argentine civil example has been known for some time. It is given as c/n 1031/4435, but this obviously conflicts with the first Army aircraft. A puzzle.

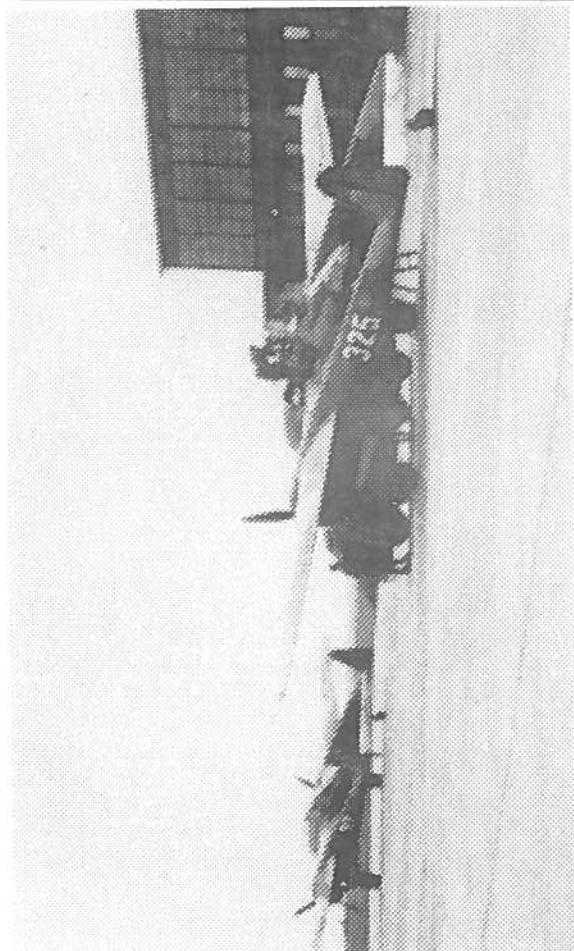
"Great piece by friend Santiago Flores on the Mexican Policia Federal Preventiva, and I suspect that there is much more to learn about the aviation history of this organization and other para-military aviation units in Mexico. Also a very welcome article by Roberto Vargas on the FAM PT-19s.

"On Jorge Delgado's drawings and accompanying sketch of the solitary FAE Cessna 337: I have a photo of an aircraft taken at Wichita in 1969 just prior to delivery painted as HC-QYA (yes, 'Q'), which I suspect may have been a painting error. Strictly speaking this was a Cessna (Robertson conversion) T337D msn 337-01159, formerly (N86354, probably not worn) and was the first of two such aircraft for the FAE, the other being HC-GYA msn 337-01162 (N86362). It would be interesting to know what happened to HC-QYA.

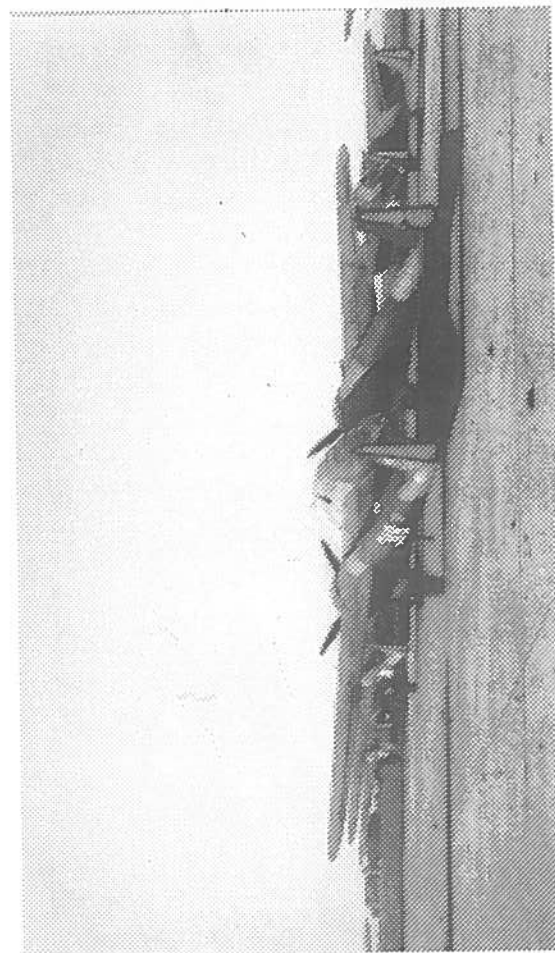
"'Air Arsenal' by Phil Butler and myself from Midlands is now out and available via Specialty Press here in the U.S. A definitive history of the aviation aspects of Lend-Lease worldwide, if I do say so. Dan Hagedorn (SAFCH #394), 13125 Pennerview Lane, Fairfax, VA 22033. USA. r1x1hp1@verizon.net



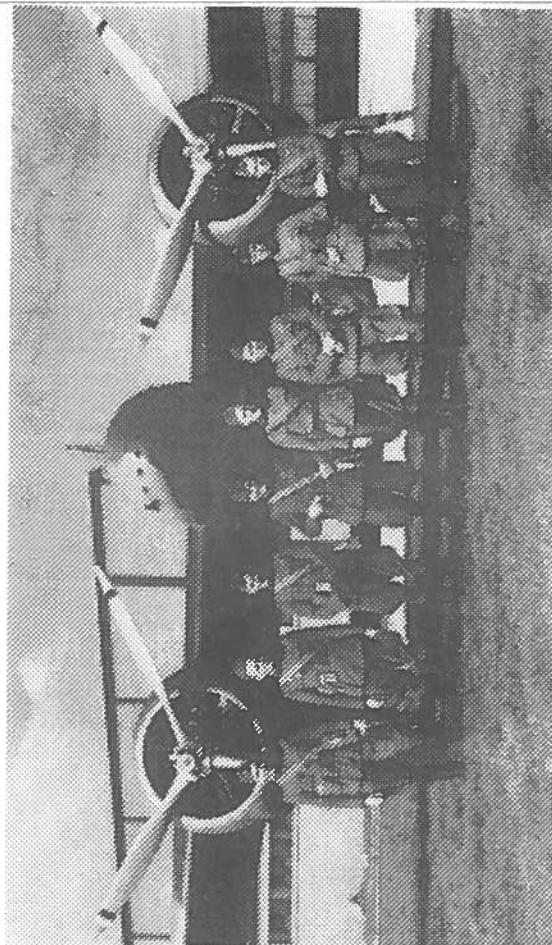
I



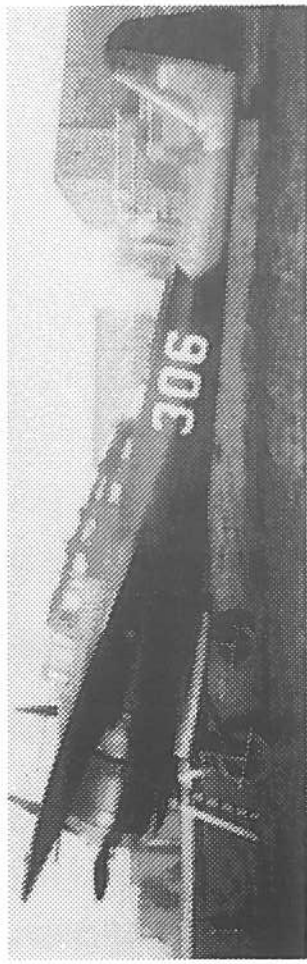
J



K

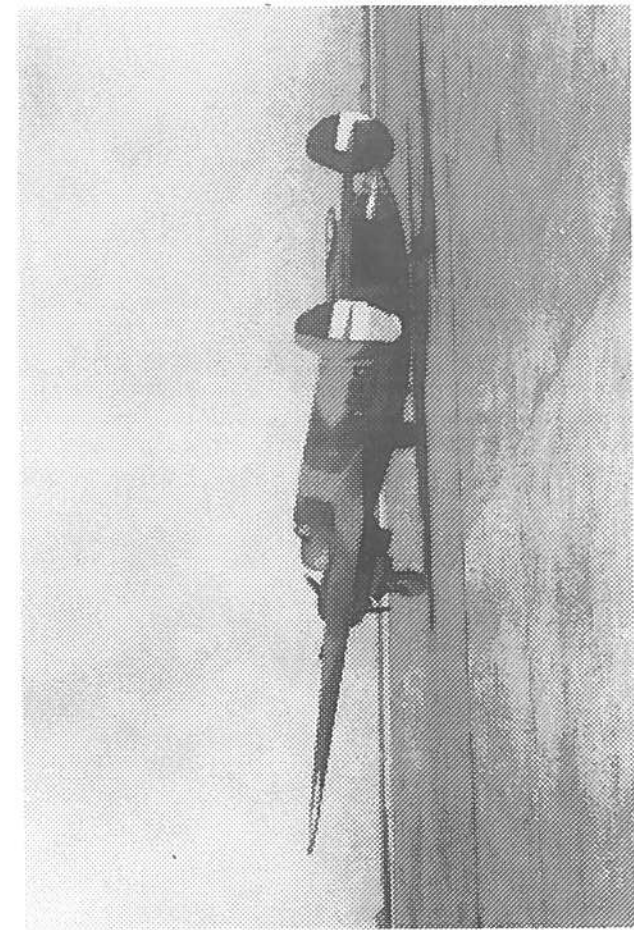


L

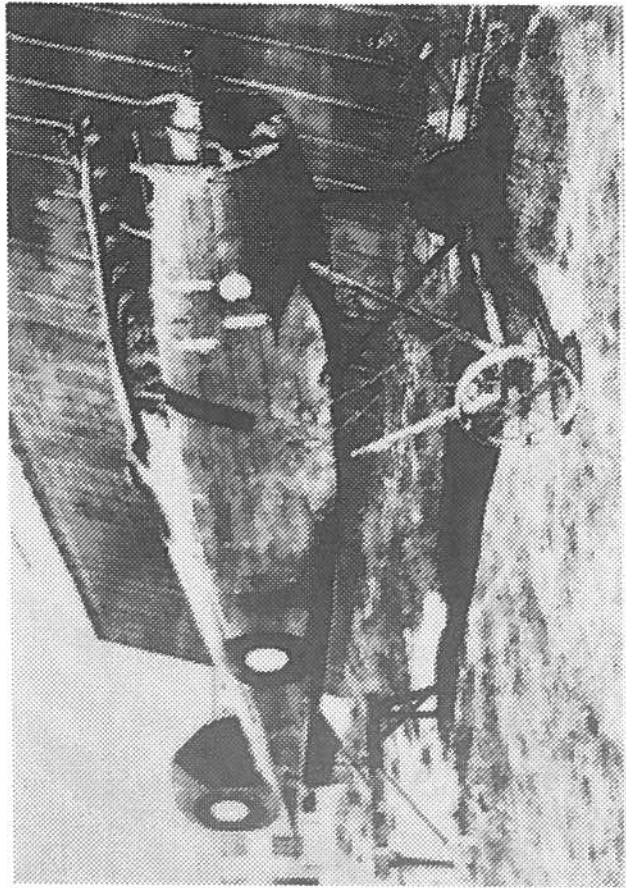


M N

O



P



See letter by Rudolf Hofling on page 103
Photo via Koloman Mayrhofer via Rudolf Hofling

